NEWS FROM THE STATE CAPITAL.

Our Albany Correspondence.

ALBANY, March 2, 1861.

The Last Move of Senator Seward—The Fight in the Party—Who the Incorporators of the Broadway Railroad Bill Are—The Bills to Repeal the Criminal Laws from the Committee by Vote of the House—Prospects of Their Passage—Rich Developements on the Topis—The Parties to be Heard on the Broadway Bill on Tuesday Next—Milk Freight—Tax Levy—Gibbons Investigation—Amendment to the Brooklyn Charter—New York Fire Department, &c.

The recent movements of Senator Seward have created a great deal of surprise in political circles here, and all manner of reasons are attributed for his course. Erastus Corning, one of the Peace Commissioners, has returned, and he asserts that Seward is anxious for a settlement, and has taken this course to bring it about, under the impression that with the present warfare in the republican ranks he has got to pursue that course to prevent the party from turning in a solid body against him, and thus defeat all of his efforts. He looks upon it as an artful move to draw the party over to a conciliatory policy. Others hold that Seward desires a settlement, but does not want it done by his vote; but still a larger number attribute it to the Cabinet warfare, and the determination of the New York Senator to keep Lincoln in hot water. One thing is certain: the fight between the radicals and the whig portion of the party is daily increasing, and will lead to a divided Cabinet and a continued warfare greater than that of poor Pierce's advisers. Old Abe is really to be pitied; but if he is wise he will keep Chase out of the Cabinet, and give the patronage of the State to the Greeley faction, through Seward, so that they will see that Seward has been magnanimous to divide with them, and that will stop their mouths; but if Chase goes in all that they receive they will credit to Chase, and keep up their fight on Seward. In the former case they will, from policy, be quiet, and matters will move along harmoniously; but in the latter case there will be no end to the party quarrels in this State. The whole fight is a battle for the spoils and nothing else, and Lincoln should govern his action accordingly.

Several of the members of the Legislature, looking for the drippings from "Honest Abe's" table, are now in Washington, licking their chops for some of the crumbs. General Nye and Camp are on their way there, each looking after the Surveyorship of the Port of New York. General Nye, when he left here, declared that he would beat Camp or die in the attempt. It is said, however, that he changed his mind on arriving in New York, and concluded not to go to Washington, but to let Camp and General Welsh have the fight by themselves.

There is considerable fluttering in the lobby in regard to the Broadway Railroad bill. Especially are they anxious to know who the incorporators are. For the information of all I would say that they have not in any way been connected with Law, or any of those who have the control of the present roads, or any of those that formed the Legislature last winter, with one exception. Messrs. Clinton Gilbert and Henry A. Hurlburt are retired merchants, the former having been for many years an active partner in the firm of Stokes, Gilbert & Co., and retired with an ample fortune; Mr. Hurlburt was one of the partners of the firm of Swift, Hurlburt & Co., and retired, it is reported, just in time to escape the effects of the panic. I see by the Directory that Clinton Gilbert is a director or officer in the following incorporated institutions, namely:—the Greenwich Bank, the Greenwich Savings Bank, Mercantile Fire Insurance Company, United States Life Insurance Company and the United States Trust Company; and if the Broadway bill passes he will certainly have his share of offices. Henry Hurlburt is a director in the Metropolitan Bank, Home Fire Insurance Company and the Equitable Life Insurance Company. Mr. Van Schaick is a lawyer by profession, and the only son of Myndert Van Schaick, the millionaire, and is a director of the Manhattan Fire Insurance Company. It is reported that a list of thirteen directors has been agreed upon, and that they are all property holders in Broadway. As to the truth or falsity of this rumor I have no reliable data to judge from.

The introduction of this bill has stirred up a breeze in Albany and among the railroad patriots in your city. From this time forward we shall have war and rumors of war, with now and then a volcanic eruption of no minor magnitude, one day pouring forth its brimstone and lava in one direction, and the next day in another quarter, causing more than one person to run for his life, and then not be able to save his household goods and personal effects from a universal deluge that will be poured forth from the sabbatas of the Albany lobby. Should the citizens of New York hear any distant rumbling sounds they need not look upon it as a dissolution of the union between the city of New York and the Legislature, but simply the rolling and the bumbaing of the third house, which is the very seriously exercised about the waters and things in general.

One of the first fruits of the developements brought out by the presentation of the Broadway bill has been the motion of Mr. Robinson this morning, instructing the Committee on Cities and Villages to report for the consideration of the House the six bills in their hands for the repeal of all of the railroad bills passed last winter. This resolution was adopted by a vote of 63 to 10—only ten members to be found to sustain the railroads. As soon as the vote was announced, Mr. Littlejohn moved a reconsideration, and stated that he desired to debate it, but was not well enough to-day, and as a matter of courtesy to him, the motion to reconsider was laid over until the first of next week. It is understood that Mr. Littlejohn intends to go into the history of the legislation on that matter last winter, and follow up Senator Colvin's plan of raking Gov. Morgan fore and aft. Rich and racy developements will be laid before the public on this subject, and all who are anxious to witness one and excitement, with real and not Don Quixotic adventures, let them come to Albany forthwith, and bring along with them their Sancho Panza's, for the battle may result in the conquest of a few unknown islands that it will be necessary to place a Governor upon.

It will hardly be possible for the friends of the Gridiron to get a reconsideration of the motion. The voice of the House is that these bills shall come out of the committee, and I doubt if any power can prevent their passage in the House. It now looks as though all of the repeals will stop in the Senate, with the exception of the Ninth avenue, which the Governor signed. It is said that Law went off without paying the money that he promised to the lobby and other patriots, and they are bound on revenge. This, coupled with the indignation of the Senators at Governor Morgan for signing the bill and vetoing the other, promises to bring about that result, and Law cannot stop it by any more promises, for his word is not considered by the lobby worth a tinker's damn. Law has therefore the lobby and the opposition to the Governor against him, which will make a strong team for the repeal of the Ninth Avenue bill in the Senate, and a combination that will not affect the other bills passed last winter. The others may be got through the Senate, but that is not the feeling of that body at the present time.

The Assembly Committee on Railroads authorize me to state that they will hold a meeting on Tuesday afternoon next, to hear the arguments in favor and against the Broadway Railroad bill, and will meet from day to day until all parties are heard, and state that they are anxious that parties interested shall come forward at once.

Mr. Dutcher played a sharp trick on the Harlem Railroad to-day. The Milk Freight bill has been in the hands of the committee for a long time, and he has been unable to get a report in favor of it. To-day morning he introduced a bill to regulate the freight on milk on that road, and had it referred to a Select Committee, consisting of the members from the counties of Westchester, Putnam, Columbia and Dutchess, all of whom are interested in the passage of the bill, which insures a report at once.

The Insolvent Debtors bill was to-day referred to the third Committee of the Whole.

The contested election case of Keasey with Hopps is made the special order for next Wednesday.

The New York county tax levy was reported by the committee this morning; also the Supply bill. I find that it appropriates $25,000 instead of $100,000, as stated in my letter of yesterday. Of this amount about $15,000 is for old printing contracts, $75,000 for the deficit in old appropriations, and $12,000 for the military. The real Supply bill for current expenses is, therefore, only about $100,000. The item of 1,100 for keeping the President elect and suite, twenty in all, at the Metropolitan over night, smacks considerably of the Japanese's bill, and looks as though the proprietors of that hotel had been to the Metropolitan Hotel, and also consulted Bonle in regard to making out accounts for entertaining distinguished guests. This exceeds by about three hundred feet the bill of the Prince of Wales' party at Congress Hall. There were thirty-two in his party, and their bill was $200, and they remained at their hotel longer than President Lincoln at that.

Mr. Birdsall introduced a bill to make it a misdemeanor for any person to engage in a mercantile agency, publish note by imprisonment. A bill was also introduced to authorize J. T. Mills to lay a railroad track over the route now run over by his line of omnibuses.

The Assembly has adjourned until Monday evening.

The Gibbons investigating committee excites considerable attention. Its meeting with the citizens of Albany appears to be against Gibbons. The testimony of Chandler was examined by your correspondent this morning. It fully sustains the charge made in the affidavit, and shows him to be straightforward. But that of Nelson, the assistant District Attorney, is not so plain, and the evidence of Messrs. Wheeler, Laning and Benedict is not so favorable on Gibbons as was expected. They are cleared from all suspicion on themselves, but many points in their evidence do not place Nelson in a very favorable light. The fact of Mr. Wheeler stating in his testimony that Mr. Gibbons stated to him that there was fifty dollars for him (Wheeler) at the attorney's office, does not look as though Gibbons is the only party to blame, and that the offer must have been made. The committee has been adjourned until Wednesday next, at half-past nine o'clock.

The bill referred to in my yesterday's despatch as passed the Senate through Senator Spinola's influence is "An act supplementary to the act to consolidate the cities of Brooklyn and Williamsburg and the town of Bushwick into one government," originally introduced under the title to provide for the payment of a deficiency in the revenue. The following sections were added to the bill, and it has in that way passed the Senate, and will be taken to the House this morning, to wit:—

The city of Brooklyn is hereby authorized and empowered to issue their corporate bond or bonds, bearing interest at a rate not exceeding six per cent, payable half yearly, which said bond or bonds shall be payable in not less than five nor more than twenty-five years, for the sum of $35,962 18, or so much thereof as may be necessary to pay the several sums hereinbefore specified, or so much thereof as may be passed upon by the Auditor of the city of Brooklyn.

Sec. 2. No ordinance or resolution of the Common Council of the city of Brooklyn, having for its object the appropriation or payment of money from the treasury of said city, or for the creating of any debt or obligation, shall become binding upon said city, unless the same has been passed by a majority of all Aldermen elected to said Common Council; and the votes taken on the passage of any such ordinance or resolution shall in all cases be taken by ayes and noes, and entered on the minutes of the Common Council, and no debt or obligation of any kind shall be created against said city except by ordinance or resolution of said Common Council, specifying the amount and object of such expenditure.

Sec. 3. If any alderman of the city of Brooklyn shall vote for the incurring of any floating debt against said city, or for creating any liability, when there is no money in the treasury to pay the same, the office of such alderman shall become immediately vacant upon his giving such vote, and the vacancy thus created shall be filled in the same manner as is now provided by law for the filling of vacancies that occur in the Common Council.

Sec. 4. The joint Board of Aldermen and Supervisors of the city of Brooklyn, at their meetings, as now provided by law, shall estimate and determine the amount necessary to be raised for each particular purpose contemplated by this act. It shall not be lawful for the Common Council of said city, or for the head of any department thereof, to transfer any portion of the money so estimated and determined to any other purpose, fund or account whatever, but the surplus of any appropriation which may not be required during any year for the specific purposes for which such sum was raised shall be credited to the same account of the next succeeding year. The provisions of this section shall not apply to any moneys raised for the expenses of the city of Brooklyn for the fiscal year for which the last appropriation made by the joint Board of Aldermen and Supervisors was raised. It shall not be lawful hereafter to lay, construct or operate any railroad in, upon or along any or either of the streets or avenues of the city of Brooklyn, wherever such railroad may commence or end, unless a majority of the owners of property upon the streets or avenues in or along which such railroad is to be constructed, shall first petition the Common Council of said city therefor; nor unless said Common Council shall authorize the construction of such railroad, and the grant therefor shall have been awarded and given to the person who will agree, with adequate security, to carry passengers on such railroad at the lowest rate of fare. But no such grant shall be so awarded until after public notice inviting proposals therefor, at a specified time and place, shall have been published under the direction of said Common Council daily for six weeks in four of the public newspapers printed and published in the said city. This section shall not be deemed to affect the operation of or apply to any railroad constructed and in operation in said city on the 1st day of January, 1861.

The bills relating to the New York Fire Department have been to-day sent to the Governor, and are now awaiting his signature, which will, no doubt, be placed upon them at once. Chief Engineer Decker left to-night for New York under the impression that the work is all done. He has met with good success, to say the least.

Brooklyn City News.

HANGING A PUBLIC OFFICER IN EFFIGY.—About the "witching hour," on Saturday night, as one of the officers of the Inspector's Department was passing through the City Hall Park, he saw an object suspended from one of the trees which very much resembled some unfortunate gentleman who had "shuffled off this mortal coil" by the aid of another sort of coil, namely, of hemp. On approaching said unfortunate gentleman, he was found to be an effigy, made up of an old pair of black trowsers, rusty brown frock coat, a battered black hat and dilapidated pair of boots. The head was composed of a black handkerchief, with pieces of paper stuck on to do duty for eyes, nose and mouth, and the whole Guy Fawkes-like affair was stuffed with straw. On the breast was the following placard:—

THE TRAITOR'S DOOM.
A. H. O.

The effigy, which was very clumsily got up, was taken down and placed in the Inspector's office, in the basement of the City Hall, where it was all day yesterday an object of interest to the small urchins who usually play around the vicinity. It would seem that the parties who thus vicariously executed the obnoxious A. H. O. were soon aware that the police had taken down the effigy, and that they forthwith prepared another, which they hung up at the corner of Myrtle avenue and Bridge street, where it was found yesterday morning, and removed by the officers of the Fourth precinct. It is generally understood that the person whom the effigies are intended to represent, is Albert H. Osborn, clerk to the Board of Supervisors of Kings county. He is charged with having written a letter to the New Orleans *Delta*, calling on the seceded States to invite the Southern portions of New York and New Jersey to secede, and intimating that the people of these sections would respond. Mr. Osborn, who is a strong democrat and a warm friend of the South, has, it is said, denied having written such a letter, and treated the matter as a joke. There are persons, however, who do not see the joke, and will not accept the denial. They, therefore, consign him in effigy to "the traitor's doom." Who the parties are that have thus acted as witnesses, jury, judge and executioner, has not yet been discovered.

ROBBERY ON SHIPBOARD.—On Saturday night, the officers of the Second precinct arrested John Monaghan, William Bradley, James Harkins and John Henry, for breaking into the cabin of the brigantine Abbey P. Fenno, lying at the Empire Dock, and stealing therefrom a trunk, belonging to Captain William Small, and a pair of trowsers. The trunk was recovered and the men locked up.

SHOCKING RAILROAD ACCIDENT.—On Saturday afternoon, a boy named Frederick Huff was run over by a train of cars on the Long Island Railroad, at the corner of Atlantic and Grand avenues, by which a leg and an arm were crushed and mangled in a shocking manner. He was conveyed by officer Ennis, of the Fourth precinct, to his residence in Iman street near Grand avenue, where surgical assistance was obtained.

Coroner's Inquest.

SUICIDE IN A STATION HOUSE.—About ten o'clock on Saturday night James Feely, a native of Ireland, 50 years of age, committed suicide by hanging himself in a cell of the Fourteenth ward station house. An inquest was held on the case yesterday by Coroner Schirmer, when it appeared in evidence that deceased, who lived at No. 150 Baxter street, was arrested about half past nine o'clock on Saturday evening on a charge of beating his wife. He was taken to the Fourteenth ward station house and placed in a cell, being apparently in a state of intoxication. About ten o'clock the doorman's attention was called to deceased's cell by observing some water running from beneath the door, and on entering he found him suspended by a woollen scarf to the bars of the cell door. He was quite dead. A verdict of suicide by hanging was rendered by the jury.

FINANCIAL AND COMMERCIAL.

SUNDAY, March 3, 1861.

The foreign commerce of this port continues to exhibit the same favorable features that have marked it for the past three or four months. The imports for the week are nearly $2,000,000 less than those for the corresponding week last year, the falling off being confined entirely to dry goods, while the imports of general merchandise even show an increase. The weekly exports are twice as large as those for the corresponding week last year, and more than three times greater than those for the same week in 1859; and the aggregate exports since the 1st January, for the three years, bear about the same proportion to each other. The specie export of the week was trifling, being principally to Havana. The dry goods jobbers have been pretty actively employed during the past week in supplying the Southern demand, merchants in Charleston, Savannah, Mobile and New Orleans having made extensive purchases in order to avoid the duties imposed by the new tariff of the Southern Confederate States on goods bought after the 1st inst. The demand from other sections of the country continues moderate. The Custom House tables of the trade of the port for the past week and since January 1 are as follows:—

IMPORTS.	1859.	1860.	1861.
For the week.			
Dry goods	$2,626,464	3,778,034	1,337,202
General merchandise	2,067,339	1,850,606	2,411,843
Total for the week	$4,693,803	5,628,640	3,752,045
Previously reported	33,244,465	36,443,214	31,215,354
Since January 1	$37,938,268	42,072,854	34,967,429

EXPORTS OF PRODUCE AND MERCHANDISE.	1859.	1860.	1861.
Total for the week	$959,917	1,518,741	3,045,863
Previously reported	6,491,484	10,023,186	18,376,899
Since January 1	$7,451,401	11,541,937	21,421,537

EXPORTS OF SPECIE.	1859.	1860.	1861.
For the week	$358,354	667,282	181,076
Previously reported	4,015,563	1,627,566	993,749
Since January 1	$4,373,917	2,294,848	1,174,805

The negotiation of the $8,000,000 government loan will have a marked effect on the bank statement to be published to-morrow afternoon. Last Monday the banks showed a specie average of $38,004,228—an increase of $385,228 on the previous statement. Since then they have lost nearly six millions to the Sub-Treasury, and have received about $1,500,000 from California, so that to-morrow's average will not be much over $34,500,000, against $23,086,812 this time last year. Most of the money paid into the Sub-Treasury on account of the new loan was borrowed from the banks, so that the column of loans and discounts will show an increase nearly proportionate to the falling off in specie. Apart from this unusual and only temporary disturbance to the money market, the banks continue to accumulate specie, while their line of discounts is steadily declining, owing to the general stagnation of trade. The advance of the Bank of England's rate of discount to 8 per cent will check the export of specie to this country—a result rather to be desired than otherwise. We could not employ the specie if we received it, while the effect of its loss in England might react severely upon us.

The demand for money has been quite active during the week, and the rates for call loans have ranged from 6 to 7 per cent, or about 1 per cent higher than those current at the close of the previous week. The supply, however, is abundant, and borrowers found no difficulty in obtaining all the money they wanted at the market rate. As the Sub-Treasury disburses—which it will do on a large scale during next week—the rates will fall again. Paper has undergone no material alteration. The note brokers report an active inquiry for first class names, and what little is offered goes readily at from 6½ to 8 per cent. The transactions at the former rate are few, however, and only for the very best short acceptances.

The European exchanges have been quiet and rather irregular during the week, but had a tendency to weakness at the close. The closing rates for the Fulton yesterday were 105¾ a 106⅞ for sterling, and 5.40 a 5.37½ for francs.

The following table shows the course of the stock market during the past week and month:—

	Feb. 2.	Feb. 9.	Feb. 16.	Feb. 23.	Mch. 2.
Missouri 6's	65¾	65¾	66½	65	66
N. Y. Central	77½	76 ex div.	77¾	77¼	78½
Reading	42	42	42¾	42	45¼
Erie	31½	32¼	33	31	32¼
Mich. Central	51¾	54¼	56½	55¼	58
South. guaran't'd	31	31¼	32	31¼	35½
Illinois Central	71	75¼	78¾	79	81½
Galena	68¾	69¾	73	72	72
Rock Island	54½	55¾	57¾	57	—
Toledo	30	32	33¾	32¾	36
Panama	112	112	113	113¼	116
Hudson River	42¼	43	44¼	43¼	45¼
Pacific Mail	81¾	82¼	84¾	83	85½

The week has been an active one on the Stock Exchange, and prices continued to move rapidly upward until Friday, when, owing to the desire to realize profits and to the less favorable reports from Washington, the reaction set in, almost amounting to a panic, and in two days the greater part of the week's advance was lost.

The new Tariff act, as published in the HERALD a few days since, was signed by the President yesterday, and has, therefore, become a law. The last section of the new tariff provides that all goods, wares and merchandise actually on shipboard and bound to the United States, within fifteen days after the passage of this act, and all goods, wares and merchandise in deposit in warehouse or public store on the first day of April, eighteen hundred and sixty-one, shall be subject to pay such duties as provided by law before and at the time of the passage of this act; and all goods in warehouse at the time this act takes effect, on which the duties are lessened by its provisions, may be withdrawn on payment of the duties herein provided. An explanatory and revisory act, correcting the errors of the Tariff act, has also been passed.

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad for the month of February, 1861, compared with its earnings for the corresponding month of the previous year:—

February, 1861	$39,249
February, 1860	35,177
Increase	$4,072

The following is a list of the Illinois banks placed in liquidation by the State Auditor, with the amount and the value of their circulation on the 31st of January, as given in the report of the chairman of the Committee on Banks and Corporations, made to the Illinois Legislature February 11:—

Banks.	Circulation.	Present Value of Stocks.	Value on Dol. Cents.
Raleigh	$257,585	214,550	83
Aurora	276,905	223,650	81
State	651,713	503,875	80
American Exchange	185,300	151,125	82
National	83,809	68,340	82
Corn Exchange	270,587	223,250	83
Commonwealth	85,580	70,350	82
Southern, Grayville	188,270	155,150	82
Chester	81,795	69,240	81
Pike County	130,372	112,000	84
Quincy	50,497	42,079	83
Grand Prairie	69,141	56,700	82
Farmers and Traders'	105,718	88,080	83
Railroad	93,927	77,578	83
Merchants & Drovers'	65,485	46,066	70
Citizens'	68,734	58,135	86
Morgan County	61,757	50,850	82

The aggregate circulation of these banks is $2,726,795, while the entire value of the stocks, if they were sold at the price ruling January 31, would be $2,314,318. This would show a loss of $412,447.

The Eau Claire and the Arctic banks, of Wisconsin, were thrown out yesterday. Their bills are bought at 20 per cent discount.

Annexed is a statement of the business of the Augusta and Savannah Railroad for the year 1860. The earnings for the year were:—

Passage	$65,424 85
Freight	93,747 85
Mail	9,816 00
Total earnings	$168,988 70

The expenses were—

Transportation	$24,112 42
Motive power	18,712 00
Maintenance cars	4,090 62
Maintenance way	25,860 10
Total expenditures	73,375 74
Net earnings	$95,612 96
Add interest received	2,086 04
Total net income	$97,699 00
Deduct interest on bonds	15,279 25
Balance	$82,319 75

The expenses were about forty-three per cent on the total receipts. The net receipts show a profit of thirteen per cent on the capital stock. The bonded debt on the 1st of January was $129,500, being a reduction of $74,000 during the year. The company has no floating debt.

CITY COMMERCIAL REPORT.

SATURDAY, March 2—6 P. M.

ASHES.—Sales 30 bbls., at steady prices.

BREADSTUFFS.—Flour was in moderate demand to-day, and prices of desirable lots were firm; sales 9,800 bbls. State and Western, 1,200 bbls. Southern and 325 bbls. Canadian. We quote as follows:—

Superfine State	$5 10	a	5 20
Extra State, good to choice	5 25	a	5 40
Superfine Western	5 10	a	5 20
Common to choice Western extra	5 25	a	7 25
Mixed to straight Southern	5 30	a	5 65
Straight to good extra do	5 75	a	7 25
Choice extra family and bakers' brands	7 25	a	8 25
Rye flour	3 30	a	4 10
Corn meal, Jersey and Brandywine	2 85	a	3 30

—Wheat was heavy and a shade cheaper; sales 46,500 bushels, at $1 40 a $1 42 for white Western; $1 30 a $1 32 for red Western; $1 22 a $1 23 for Milwaukee club; $1 16 a $1 18 for Chicago spring, and $1 23 for Canada club. Corn has been in better demand at firmer prices; sales 84,000 bushels, at 58c. a 60c. for new mixed Western; 65½c. a 67½c., closing at 66½c. a 67½c. for red mixed Western, and white Southern do. at p. t. Rye—Sales of 1,500 bushels, at 65c. a 70c. Barley has been in request at steady prices. Oats—Light sales were made at former rates.

COFFEE.—The principal sales to-day were 1,000 bags Rio, at 13c. a 13¼c.; 200 bags Maracaibo, on p. t., and 50 bags Jamaica at 12½c. per pound.

COTTON.—The demand was limited, and prices were unsettled, including middling uplands at 11½c. a 11¾c. per pound. The reported sales amounted to only 600 a 800 bales.

FREIGHTS.—The engagements were limited to-day. To Liverpool 6,000 bushels wheat, in bags (relet), at 12c.; 300 boxes bacon and 100 packages lard at 40s. To London 300 boxes bacon and 100 packages lard at 40s. To Glasgow 100 tierces lard at 42s. 6d. To Galway a bark with 22,000 bushels corn and wheat, in ship's bags, at 16c.

HAY.—Sales 650 bales at former prices.

HOPS.—About 50 bales changed hands at 20c. a 30c. per pound.

IRON.—Scotch pig was in moderate request at, according to quality, $20 50 a $22 50 per ton, six months.

MOLASSES.—The inquiry was limited; prices were supported.

NAVAL STORES.—A fair demand prevailed for common rosin at $1 30 a $1 35 per 310 lbs., and spirits turpentine at 36½c. a 38c. per gallon; but other articles were unchanged.

OILS.—The demand was mainly for linseed at 54c. a 56c. per gallon.

PROVISIONS.—Pork was unchanged, 350 bbls. having been sold at $17 25 for mess and $12 37½ a $12 50 for prime, per bbl.; cut meats were in moderate demand at 8¼c. a 9c. for hams, and 6½c. a 6¾c. for shoulders, with sales of 180 packages. Beef was quiet, only 150 bbls. having found buyers at former quotations. Lard was firm, and 400 bbls. and tierces were sold at 9¼c. a 10¼c. per lb. Nothing new in butter or cheese.

RICE.—Sales were reported of 300 tierces, in lots, at $3 75 a $4 12½ per 100 lbs.

SUGARS.—The market exhibited no change. The sales amounted to 700 hhds., chiefly Cuba, at 4¾c. a 5¼c., with 70 boxes Havana, part at 5½c. per lb.

WHISKEY.—Sales of 600 bbls. have been made at 18c. per gallon.

SHIPPING NEWS.

Movements of Ocean Steamers.

FROM EUROPE.

Name.	Leave.	Date.	For
Australasian	Liverpool	Feb 16	New York
United States	Glasgow	Feb 16	New York
Glasgow	Liverpool	Feb 20	New York
Bremen	Southampton	Feb 20	New York
North Briton	Liverpool	Feb 21	Portland
Niagara	Liverpool	Feb 23	Boston
John Bell	Glasgow	Feb 23	New York
Prince Albert	Galway	Feb 26	New York
Etna	Liverpool	Feb 27	New York
Bohemian	Liverpool	Feb 28	Portland
Arabia	Liverpool	Mch 2	New York
Bavaria	Southampton	Mch 4	New York
Arago	Southampton	Mch 6	New York
Borussia	Southampton	Mch 13	New York
United Kingdom	Glasgow	Mch 16	New York
New York	Southampton	Mch 20	New York
Fulton	Southampton	April 3	New York
Teutonia	Southampton	April 6	New York
FOR EUROPE.			
America	Boston	Mch 6	Liverpool
Edinburg	New York	Mch 9	Liverpool
Adriatic	New York	Mch 9	Havre
Canadian	Portland	Mch 9	Liverpool
Australasian	New York	Mch 13	Liverpool
Glasgow	New York	Mch 16	Liverpool
Bremen	New York	Mch 16	Bremen
North Briton	Portland	Mch 16	Liverpool
Niagara	Boston	Mch 20	Liverpool
Etna	New York	Mch 23	Liverpool
Bohemian	Portland	Mch 23	Liverpool
John Bell	New York	Mch 26	Glasgow
Arabia	New York	Mch 27	Liverpool
Arago	New York	Mch 30	Havre
FOR CALIFORNIA.			
Northern Light	New York	Mch 11	Aspinwall
North Star	New York	Mch 21	Aspinwall
Aries	New York	April 1	Aspinwall

KINGSTON, JA., HAVANA, MATANZAS, NEW ORLEANS.

ZULO—From New York for Kingston, Ja, on the 20th day of each month.

BERMUDA—From New York 1st, arriving at Havana 6th and New Orleans 9th. From New Orleans 19th, Havana 18th, arriving at New York 22d.

STAR OF THE WEST—From New York 9th, arriving at Havana 14th. From New Orleans 23d, Havana 26th, arriving at New York 30th.

CARAWELA—From New York 11th, arriving at Havana 15th and New Orleans 19th. From New Orleans 25th, Havana 28th, arriving at New York 3d.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	6 59	MOON RISES	morn 2 04
SUN SETS	5 54	HIGH WATER	eve 2 45

Port of New York, March 3, 1861.

ARRIVED.

Steamship Star of the South, Kearney, Savannah, with mdse and passengers, to Samuel L Mitchill & Son. 1st inst, at 7:30 AM, 25 miles E of Cape Lookout, signalized steamship Florida, hence for Savannah; 10:40 AM, steamship Keystone State, from Philadelphia for do; 4:30 PM, 20 miles S of Hatteras, steamship Columbia, hence for Charleston; 24, 6:30 PM, off Absecum, passed bark L Biddle, bound S

Steamship Jamestown, Skinner, Richmond, &c, with mdse and passengers, to Ludlam & Heineken.

Ship Victory, Ainsworth, Liverpool, Jan 14, with mdse and 207 passengers, to D Ogden. All well; one birth. Feb 17, off Georges Shoal, saw large ship with course broad yards and painted ports, steering E; 26th, lat 41 50, lon 67 34, saw ship Flying Mist, hence for San Francisco; 27th, off Nantucket Shoals, saw schr Hiawatha.

Ship Galena, Leavitt, Boston, 5 days, in ballast, to W Nelson & Sons.

Bark Old Hickory, ——, Shields, Jan 3, and the Downs 6th, with mdse, to H & F W Meyer. Made the Southern passage and reefed topsails but twice. Feb 23, lat 27, lon 65 30, saw brig Ann, of Eastport; 28th, lat 34 46, lon 72 35, spoke ship Pacific, hence for New Orleans; 2d inst, 130 miles S SE from Sandy Hook, signalized brig John Jewett, hence for Brazos.

Bark White Sea (of Boston), Evans, Glasgow, Dec 29, and Greenock Jan 1, passed Tory Island 4th, with mdse, to Dunham & Dimon. Feb 14, lat 43 20, lon 57 30, signalized a three-masted schr showing Dunham & Dimon's signal. The W S had nothing but W winds and heavy gales.

Bark Glasgow (Ital), Rap, Palermo, 53 days, and 40 from Gibraltar, with fruit, to Lawrence, Gilchrist & Co.

Bark Fenelon (of Boston), Holkins, Leghorn, Nov 10, and Gibraltar Jan 11, with rags &c, to master. Feb 16, S Gunderson, of Norway, seaman, fell from the fore topsailyard overboard and was drowned.

Bark Mountain Eagle, Yates, Buenos Ayres, Nov 20, with hides, to Yates & Porterfield. Feb 19, lat 24 10, lon 64 20, spoke whaling schr Emerald, of Fairhaven, with 40 sp on board; 1st inst, lat 37, lon 74 30, passed a vessel's bowsprit, painted white with green butt.

Bark Virginia & Estellina, Wilkins, Rio Janeiro, Jan 10, with coffee, to master. Had some heavy gales from lat 31 N to 34. To date, lat 28, lon 64 10, spoke a schr of and from Elizabeth City for Demarara.

Bark Abigail (of Richmond, Va), McFarland, Rio Janeiro, Jan 20, with coffee, to A Stirling.

Bark Xantho, Chapman, Asphiwall, Feb 13, with mdse, to J F Joy.

Bark Gen Green, Atwell, Cardenas, 9 days, with sugar &c, to P Mora.

Bark Brothers, Mariner, Cienfuegos, Feb 17, with sugar &c, to G S Stephenson.

Bark George Thomas, Lewis, Sagua, 11 days, with sugar &c, to Benner & Deake. Feb 23, lat 29 20, lon 79 27, was in company with Br ship Euxine (of Glasgow), Watson, from New Orleans for Liverpool.

Bark R G W Dodge (of Bluehill), Jarvis, Trinidad, Feb 15, with sugar &c, to G S Stephenson.

Brig Josephine (Brem), Crockett, Santos, 62 days, with coffee, to master.

Brig Addy Swift, Avery, Maracaibo, Feb 12, with mdse, to Maitland, Phelps & Co. 18th inst, in Crooked Island Passage, spoke schrs Susan Hall, from Inagua for Boston, and Wells, from Fortune Island for do.

Brig Crawford (of Machias), Small, St Lucia, Feb 10, with copper ore, to F Talbot. Has experienced heavy weather; split sails, &c.

Brig Essex (of Harpswell), Sennett, Matanzas, Feb 19, with molds, to Walsh, Carver & Chase. Feb 25, lat 34 40, lon —, spoke brig Ocean Wave, from Matanzas for Boston; same day, schr Gen Hersey, from Matanzas for Frankfort.

Brig Gen Marshall (of Belfast), Seger, Cardenas, 19 days, with sugar, to Walsh, Carver & Chase.

Brig J F Knight (of Scarsport), Park, Cardenas, Feb 21, with sugar, to Walsh, Carver & Chase. Sailed in company with brig Lincoln, or Boston. In Straits of Florida passed bark Regina, bound S.

Brig Abana (Br, of St Andrews, NB), Sullivan, Cienfuegos, 20 days, with sugar, to master.

Brig J P Elliott (of Buckspurt), Wilson, Cienfuegos, 18 days, with sugar, to H D Brookman.

Brig Ocean Belle (of Baltimore), Benson, Cumberland Harbor, Feb 14, with sugar &c, to master.

Schr Samuel (of Baltimore), Jones, Santos, Dec 27, with coffee, to Grinnell, Minturn & Co. The early part of the passage and very heavy gales, split sails and sprung a leak. Has been 7 days north of Hatteras with light, baffling winds.

Schr Jeddie (of Calais), Reed, Porto Cabello, Feb 15, with hides, coffee, &c, to Jed Frye. Feb 20, lat 20, lon 65, spoke chr Telegraph, from Porto Rico for New London.

Schr Laura Mangan (of Nantucket), Hayden, Curacoa, 18 days, with salt, to Doval & Co.

Schr C Fattanzi (of Eastport), Wooster, Arroyo, PR, Feb 14, with sugar, to J V Onatavia. Feb 15, lat 18 14, lon 67 30, spoke schr Martha Nichols, from Jacksonville for Curacoa.

Schr R De Hart, Lowe, Gonaives, 9 days, with logwood, to Delafield and Wilson.

Schr Wells (of Greenport), Wells, Jacmel, Feb 11, with logwood, to Brett, Son & Co.

Schr R L Tay (of Philadelphia), Shepherd, Cardenas, 10 days, with sugar, &c, to J M Ceballos.

Schr Lottie (of Boston), Hammond, Sarua, 10 days, with sugar, &c, to master. Has been 4 days north of Hatteras.

Schr Anna Gardner (of Surry), Jarvis, St Jago, Feb 11, with sugar, to Maxwell & Co.

Schr Clifton, Beaman, New Orleans, 14 days, with sugar, &c, to master.

Schr Rollins (of Eastport), Pearson, Franklin, 20 days, with sugar and molasses, to O P Leverica.

Schr Hampton, Eddens, Pensacola, 14 days.

Schr Laura Gertrude, Campbell, Fernandina, 9 days.

Schr Ann, Cole, Savannah, 8 days, with cotton, to Dunham & Dimon.

Schr L S Davis, Alden, Savannah, 7 days, with cotton, &c, to McCready, Stoll & Co.

Schr Plandome, Brown, Savannah, 7 days.

Schr Saxon, Blatchford, Wilmington, NC, 7 days.

Schr L P Smith, Hillman, Wilmington, NC, 6 days.

Schr John Forsyth, Appleget, Wilmington, NC, 7 days.

Sear Ben, Hickman, Wilmington, NC, 7 days.

Schr Herndon, Haskell, Washington, NC, 2 days.

Schr Howard, Howard, Newsern, 3 days.

Schr Gallego, Smith, Richmond, 2 days.

Schr Haxall, Winters, Richmond, 2 days.

Schr Marietta, Gray, Norfolk, 2 days.

Schr R A Elliott, Degroot, Norfolk.

Schr A Corson, Corsella, Virginia, 2 days.

Schr M A Morgan, Bedell, Virginia, 2 days.

Sloop Naguatuck, Penar, Virginia, 2 days.

Schr Edwin Post, Pettit, Virginia, 2 days.

Schr Sophronia, Van Name, Virginia.

Schr Golden Eagle, Smith, Virginia.

Schr B Baker Crowell, Virginia for Fair Haven.

Schr F H Abbott, Smith, Baltimore, 3 days.

Schr John Compton, Elliott, Philadelphia.

Schr Alert, Champion, Philadelphia.

Schr