and Wheat at 6d. The Havre packet is full at 4c for Cotton.

There is a growing disposition here to discourage the circulation of the New Jersey shinplaster Banks, and probably before long they will be driven out of the City. With the experience of the Delaware Bridge, Manufacturer's Bank, Bellerville, Plainfield, State Bank of Illinois and others before us, and with a perfectly safe and sufficient currency of our own, we think our citizens should refuse to receive and pay out the irresponsible issue of another State, especially when the Banks are owned, controlled and used by one individual.

The receipts of the Central (Michigan) Railroad in October were $127,000. November will scarcely be so large. The Erie for November promises to be about $90,000, which is the same as October, deducting the weight in iron carried in that month for the Ithica & Owego Road. The Harlem receipts in November will hardly reach $40,000, unless they pull up during the latter half of the month. The heavy rains of the month have interfered with the receipts of the Erie by making the roads bad, and thus checking the travel to the Railroad. The extension of the road to Hornellsville is, we believe, decided upon, and westward the new Northern route will probably be decided upon, instead of the one through Olean, as originally laid out and partly graded.

The Payments at the Sub-Treasury to-day were $99,190; Receipts $55,130. Balance, $3,870,000.

About three million eight hundred thousand dollars of California Gold have been received at the Philadelphia mint.

It is stated that $140,000 has been subscribed to the stock of the new Broadway Insurance Co.

The notes on the Erie (Pa.) Bank are now received on the Pennsylvania public works in payment of tolls.

The Bartlett Mills and the James Mills at Newburyport have declared a semi-annual dividend of 3 per cent.

A cargo of Railroad iron, imported via Quebec for the Cleveland, Columbus and Cincinnati Road is above on Lake Ontario. The cargo is fully insured.

A correspondent of the *Albany Evening Journal* endeavors by insinuations to injure the Michigan Southern Railroad, and prevent the success of the present subscription for extending the Road. To this correspondent a friend of the Road has replied in a most enough manner, and renders it unnecessary for us to do so.

Rome, Editor: I observed a communication in the Journal of Saturday, extolling the plan reported by the Hillsdale Southern Railroad Company, for connecting the lake Michigan. Instead of the Company asserting, in what appears to be a modest way, the claims of the road, it would be easy to answer the queries of your correspondent by sealing others. By what authority have the Michigan Railroad Company, of Illinois, assumed to lease a portion lease of the Adrian and Hillsdale Railroad, in New York? By what power have the several Railroad Companies from Adrian to Hillsdale form a connecting link? Is an agreement for running cars and conveying passengers at a certain time and fixed prices, over several distinct roads? Howbit if that the Michigan Central Railroad Company is about to construct a road from New-Buffalo, in Michigan, to Hillsdale, Erie, Indiana—license to do so derive the power to do so through Illinois, by authority of the Legislature of Illinois? Illinois, Ohio, Pennsylvania and this State to New-York City?

The queries of your correspondent call in question the right of the Michigan Southern Railroad Company to lease or enter into a contract with other roads, and the Illinois of Mississippi Railroad through Michigan. The Edward Kalamazoo Railroad Company, of Toledo (a road chartered by the Michigan Legislature before