CAPTURE OF A NEW-YORK SLAVER.

From Our Own Correspondent.

UNITED STATES SHIP PORTSMOUTH, OFF LOANGO, WEST COAST OF AFRICA, Sept. 23, 1859.

We have captured the ship Emily, of New-York, seizing her as a prize to this ship. I will endeavor to give you a history of the seizure. On the 19th inst., we fell in with the British cruiser Triton, and received information from her that the Emily was off this place, and was suspected of being about to embark a cargo of slaves. We arrived at the place designated on the 20th, and when standing in for the anchorage, a ship was seen at anchor, with sails loosed. Soon after, she was reported to be under way. We had the weather guage, and soon were alongside. She replied to our hail, "The Emily, of New-York!" but did not show her colors. "Hoist your colors!" She then hoisted the American ensign. "Heave to, Sir!" and our ensign was displayed. He obeyed. "I will send a boat alongside!"

The fourth cutter was called away, and Lieut. H. N. Crabb, and Captain's Clerk, E. K. Winship, were ordered to board her and make an examination. On rounding her stern, it was seen that "New-York" was roughly painted over another name, which was subsequently made out, "Phila." They were received at the gangway by the alleged master, Capt. Lindsey, and were invited into the cabin. His papers were exhibited, and a glance a them showed that a further investigation was necessary. I send you a copy of his manifest, which if genuine, it is a matter of surprise that he should have been cleared from any port in the United States:

Articles.	Marked.	Value.
50 bbls. Rum	M.	$665 00
20 kegs Lard	M.	136 50
20 cases sugar	M.	90 00
10 crates Crockery	M.	380 00
20 bbls. Flour	M.	175 00
100 bbls. Rice	D.	1,050 00
16 ft feet Lumber	D.	368 00
25 bbls. Codfish	D.	150 00
10 bbls. Mess Pork	D.	180 00
2 cases Drugs	D.	60 00
350 boxes Herrings	D.	60 00
10 bbls. Mess Pork	D.	180 00
2 cases Caldrons	T. V.	125 00
50 bbls. Bread	D.	203 00
10 dozen Pails	D.	25 00
163 Casks	D.	847 00
6 bbls. Beans and Pork	D.	47 00
2 bbls. Rum	D.	89 75
Total		$4,776 25

The rice is that kind known as "nigger rice." The lumber was in planks, and just sufficient for a slave deck, as, indeed, it was found to be. The "caldrons" were cooking galleys, completely fitted for use, and ready to be put up on deck. The bread was of a quality suitable for the use of the negroes, and the casks were found to be fitted to the ship, and were full of fresh water.

There is not the slightest doubt as to her real character. She is completely fitted out and ready to receive her slaves on board. Had we delayed a few hours longer, he would have had the negroes on board and been off. When they are ready, it takes but a few hours to receive their cargo and be out of the reach of our cruisers.

She is represented to have cleared from New-York on the 30th of June last. There were found on board two persons who positively refuse to give any account of themselves—even their names. One is an American and the other a Spaniard or Portuguese. The Captain says that they came on board in New-York, and professes to know nothing further of them.

The register shown is that of the "bark" Emily, but this is a ship. Capt. Lindsey says, in explanation of this, that he crossed his cross-jack and mizen topsail-yards when in the lower bay of New-York harbor. This leaves the Emily without any papers at all, the addition of these yards having changed her into a ship. The officers in charge are: Lieut. H. K. Stevens, and Master's-Mates Lewis E. Rogers and Charles W. Adams, with a marine guard and a prize-crew from the Portsmouth.

After disposing of the Emily, we sail for Congo, and then for St. Paul de Loando. Our crew are in excellent health, as well as our remaining officers. The following are the only ones left after our short absence from the United States, one lieutenant having been before sent home on account of sickness:

Commander, John Colhoun; Lieutenants, R. B. Riell and H. N. Crabb; Master, Robt. F. Bradford; Purser, John A. Bates; Surgeon, C. D. Maxwell; Assistant Surgeon, J. E. Semple; Marine Officer, John L. Broome; Captain's Clerk, Edward K. Winship; Purser's Clerk, John F. Ferguson; Boatswain, James C. Watson; Gunner, W. H. Hamilton; Carpenter, W. D. Fry; Sailmaker, S. Tatem; Master's Mate, Horace E. Winsor.

ARRIVAL OF THE SLAVER AT THIS PORT.

The alleged slave-ship arrived at this port about 5 o'clock yesterday morning, and was moored off the Navy-Yard, under Uncle Sam's guns. Soon after his arrival, Lieut. Stevens reported himself to the United States District-Attorney, and forwarded dispatches to Washington, announcing his arrival with the prize. We append the more important of the official documents:

H. B. M. STEAMER TRITON, OFF LOANGO, Sept. 22, 1859.

SIR: In compliance with your wish that I would acquaint you with my suspicions as to the ship Emily, under American colors, being engaged in the slave-trade, I have the honor to inform you that I visited that ship on the morning of the 11th inst., accompanied by Mr. Charles J. Bigley of this ship to ascertain her nationality, which visit I noted in her log.

This vessel anchored in Bahia, Fonda Bay, on the night of the 10th inst., in three and a half fathoms being about a mile from the shore, which part of the coast is solely appropriated for the purpose of carrying on the slave-trade, and from the following reasons it is my firm belief that she has come for a cargo of slaves, viz:

First: The vessel arriving at night, taking up her position close in shore, off a well-known slave-depot, and one of her passengers (an American) whom I believe to be the present owner, visiting the shore the same night.

Second: On passing her stern I observed the name "Emily of Boston" on it, the words "of Boston" being partly erased by black paint. I called the attention of her master, Mr. William Linsey, to this circumstance, when he replied that the word "Boston" had never been there, but it was that word "New-York," which he had seen himself two days previously. The passenger also made the same statement, and got into the stern-boat to verify it, when he found his mistake. He then added that the vessel formerly belonged to Boston, the master also remarking that he had not seen her stern since leaving New-York, although he had already declared that he had seen "New-York" painted on it two days before.

Third: Her master stated that he had but one cask of water in his ship. I saw two tiers of leagers on his upper deck, several of which had water in them, and also remarked that she had unusually large hatchways, and that several small casks were cut in halves and fitted the same as tubs used by slaves.

Fourth: A man calling himself the boatswain of the Emily told one of my boat's crew that the vessel had called at Havana since having New-York; this I made the master acquainted with, when he flatly denied it, and produced his log, saying that he had touched only at Antrix since he cleared out of New-York. He also stated that he could not get water at Antrix, and was informed by the Portuguese authorities there that he could obtain that article at Bahia Fonda, which was the cause of his anchoring there.

Fifth: His register described her as a bark or vessel, and her rig has been altered from bark to ship since leaving New-York, which the master admitted he had done himself.

Sixth: He had two passengers on board, one an American and the other a Spaniard. Failing to procure water at Bahia Fonda, he left that place to proceed, as he stated, to Loango, for the purpose of filling up with water.

The ship appears to me to be deeper in the water now than she was when I visited her in Bahia Fonda Bay, on the 11th day of September, 1859.

I am, sir, very respectfully,
Your oaedient servant,
R. R. BURTON,
Lieut.-Commander H. B. M. steamsloop Triton.

To Captain JOHN COLHOUN, Commander U. S. corvette Portsmouth.

The Commander of the Portsmouth caused the suspected vessel to be searched, with the following result:

UNITED STATES STEAMSHIP PORTSMOUTH, Off Loango, Sept. 21, 1859.

SIR: In obedience to your orders of this date, I have been on board of the American ship Emily, and, after a careful examination, I have to report as follows:

That the said ship contains a large quantity of lumber, viz., scantling, plank, and boards, all stowed over a ground tier of casks, so as to make a smooth flooring. That there are about 165 of these large casks, all filled, or partially filled, with fresh water, and snugly stowed fore and aft. Two large cases, containing each a large boiler, with a fireplace attached underneath, and pipe for a chimney; about 80 barrels of bread—50 barrels of bread appear on the manifest exhibited, and some 40 more on a list of ship's stores, said list being in a common memorandum-book, apparently in the Captain's handwriting, without any signature to it; 115 barrels of rice, at least half of which is broken mature to it; 115 barrels of rice, at least half of which is broken fine, and contains much flour; 150 boxes of herrings; about 50 barrels of provisions, viz., beef and pork, and perhaps some codfish, for all the marks were examined, but no codfish was discovered so far as seen; about 120 wooden pails, four barrels of rum, 8½ barrels of mackerel, none on manifest, but one in ship's store; three barrels of wine, two barrels of ale, five bags of salt—these are large sacks of fine salt, but contain more salt than would be required for a sloop-of-war's company for eight months; 34 kegs of lard, and some meal stores that were not taken account of. These articles correspond nearly to a part of the manifest exhibited by the Captain, but said manifest purports to be for a cargo shipped on board of the "bark Emily," whereas the vessel is rigged as a ship. Capt. Lindsay of said ship asserts that he has landed a part of his cargo at "Black Point," and that he received an order there to proceed to the Congo, but he declines giving the name of the person to whom he delivered his cargo, declaring that he knows nothing of who the consignees are. He also says that no bills of lading are exhibited to him as vouchers for landing his cargo, nor does he take any receipt for the same, but delivers the articles on orders.

I have further to report that on the stern of the ship "New-York," have been freshly painted, the lettering being very roughly executed, and evidently done within the last few days, while the name Emily has been done for some time, the paint being old and yellow.

On examining the shipping articles and crew list, both of which are made out for the bark Emily, many discrepancies appear. In the articles all the crew are noted as born in New-York, except the cook, who is put down as born in Connecticut, while in the crew list the two mates appear as born in New-York, and all the rest in Connecticut; said shipping articles are only a certified copy of the original paper.

The statements of the men themselves show several of them not to be Americans. The second mate says he was born in Cerigo. The steward is a Portuguese. Francis Snow, known as the boatswain of the vessel, is also a Portuguese; he also stated that Snow is not his proper name. And others give places of birth different from those in the articles. No such man as J. W. Douglass, the mate, is to be found as board. The Captain says that he was left in New-York. The Captain also admitted that the vessel had been reported before leaving New-York as going on an illegal voyage, and that the Marshal [Rynders] came on board of the vessel the day she sailed, but did not open his hatches at all; only mustered the crew as they came on board, the cook and chief mate being then still wanting.

The names of two Portuguese, John de Costa and Francisco Fernando Souto, appear on the articles in a different handwriting from all the rest, but are not found on the crew list. The Captain says that they were stowed away on board, and came out after the vessel sailed; so he had their names entered on the articles.

I find two individuals on board, one an American, the other a Spaniard, but there is nothing to show by what authority they are there. The Captain exhibits no passenger list, and professes not to know even the names of those persons, or anything about them; saying that he was to take out two passengers and that was enough for him.

The American asserts that he came out for his health, but declines to tell his name, or give any further account of himself. The Spaniard gave me his name as Antonio Garcia, but but I could get nothing further out of him.

Taking all these points into consideration, together with the small value of the cargo brought out, there seems to be just grounds for the supposition that the vessel is intended to embark slaves.

I am, very respectfully, your obedient servant,
H. K. STEVENS, Lt. U. S. N.

To Commander JOHN COLHOUN, U. S. S. Portsmouth.

UNITED STATES SHIP PLYMOUTH, OFF LOANGO, AFRICA, Sept. 27, 1859.

SIR: The papers of the ship Emily of New-York, registered a bark, prize to the United States ship Portsmouth, will be handed to you by Lieut. H. K. Stevens, U. S. N., who goes home as prize-master. The Emily was seized off this port, under the following circumstances: On the 20th instant I discovered a ship coming out from Black Point, a notorious slave port, which, on boarding and carefully overhauling her papers, I found that she was registered as the bark Emily of New-York, Wm. Linsey master. The replies of Captain Linsey to my inquiries being entirely unsatisfactory, determined me to detain the ship until a more thorough examination of her papers, crew and cargo could be made. On comparing her shipping papers, which represent the crew as American exclusively, I found them to be almost all foreigners. The name of J. W. Douglass first mate, appeared on it, while no such person was found on board. The names of two Portuguese, not on the crew list, and two persons in the cabin, representing themselves as passengers, declining to give their names or any further account of themselves, and whom Capt. Linsey stated that he had been directed by the owners of the Emily to receive on board, but whose names were not given to him, neither was he aware of the further employment of the ship beyond the delivering on his part, to persons yet to be designated to him, and at different points of the coast, to him yet unknown, such parts or parcels of the cargo as might be called for, and for which purpose was to take no receipt. Finding the manifest to contain articles almost exclusively adapted to the wants of a slaver, such as over one hundred casks filled with fresh water and stowed in the hold; sufficient prepared lumber for a slave deck; two portable cooking galleys, of a size sufficient for the number of slaves she would doubtless have taken on board; a corresponding supply of bread and rice; 120 such pails as are used for feeding slaves; five cargo sacks of salt; a barrel of rum, and a quantity of bread not on the manifest—showing clearly the character of an illicit trader. I determined to seize her as such, and to send her to the port from which she cleared, for adjudication, retaining on board of this ship such a number of her crew as I deemed necessary for the safe return of the prize of the Emily.

While it is my anxious desire to afford every facility to the growing commerce between this coast and the United States, I feel it likewise my imperative duty to arrest all whom I may find engaged in violating the law, or attempting to disgrace the flag of our country.

I have the honor to be, very respectfully,
Your obedient servant,
——, Commander.

HON. SAMUEL R. BETTS, United States Judge, in the Southern District of New-York, U. S. America.

By an oversight, probably, the signature was omitted.

The requisite papers having been prepared by the District-Attorney, Marshal Rynders dispatched Deputy Marshal Lorenzo de Angelis, and Officers Miller, Rynders, and O'Keefe to bring the prisoners ashore. They took the Captain, two passengers, and nine seamen to Eldridge-street Prison, whence they will be brought before the United States Commissioner for examination to-day.

The Emily is a rakish-looking bark of 300 tuns burden. She cleared from this city in June last for Ambriz, on the West Coast of Africa. We believe she is owned in New-York. The Portsmouth must have left the United States about the same time the Emily did.

The sloop-of-war Marion, it will be remembered, recently captured three slavers on the coast, which were brought home by Lieuts. Dallas, Weaver, and Campbell. The health of the United States vessels on the coast was good, and the new Commander-in-Chief was distributing them in the latitudes where slavers "do most congregate."

FIRES.

FIRE IN DIVISION STREET.

A fire occurred last night in the second story of the dwelling No. 197 Division street, but being discovered at an early moment, it was extinguished by the occupants. No alarm was given.

FALSE ALARM.

The alarm in the Third District last night was caused by the burning of a heap of shavings foot of Twelfth street.

TIRED OF LIFE.—Joseph L. Durring, a German musician residing in the rear of No. 43 Orchard street, attempted suicide last night by cutting his throat with a razor. His recovery is doubtful.

COMMERCIAL MATTERS.

Sales at the Stock Exchange—Nov. 11.

2,000 Tennessee 6s '90	90⅞	50 Harlem Railroad	10
5,000 Virginia State 6s	94½	200 Reading Railroad	b30 38⅞
28,000 Missouri State 6s	84⅞	100 Mich. Cent. Railroad	41⅛
6,000 City 6s '87	102	32 do	41⅛
2,000 New-York Cent. 6s	91½	500 Gal. & Chic. Railroad	73
4,000 Erie RR. 1st M. Bs.	85½	415 do	72½
2,000 Hud. River R. 3d M.	80	50 do	s20 72½
3,000 do	80½	500 do	b30 72½
10,600 do	b60 80½	88 Mich. So. & N. Ind. RR.	63
1,000 Mich. Cen. RR. 8 ⅌ ct. 1st M. S. F. C. Bs.	86½	15 Mich.S.&N.Ia.Gr'd S'k.	17½
5,000 Mich. S. S'g F. Bs.	55	100 do	b60 18
2,500 Ill. Cen. RR. Bonds	85	65 Ill. Central R.R.	64
1,000 do	85½	100 do	s60 63½
150 Hudson River Railroad	37½	200 do	b60 63½
100 do	b60 37½	50 do	63½
50 Cumb. Coal Pref.	s60 18½	200 do	63½
20 New-Jersey Zinc	70	25 Cleve. Col. & Cin. R.R.	92
166 N. Y. Central Railroad	80	35 Cleve. & Pittsburg R.R.	58
200 do	s60 79⅞	40 Cleveland & Toledo R.R	20½
662 do	80½	550 do	20½
200 do	b60 80½	100 do	b60 20½
100 do	s30 80	100 do	s10 20½
200 do	s60 80	1000 Chicago & R. I. R.R.	63
50 do	s10 80½	350 do	s60 63
200 do	b15 80½	500 do	b60 63
150 do	b30 80½	50 do	b10 63½
100 do	s15 80	100 do	s30 63

SECOND BOARD.

4,000 Virginia State 6s	94½	50 Hudson River RR.	b60 37½
500 do	94½	100 Harlem R. R. Pref.	36
2,000 Missouri State 6s	84	100 Panama Railroad	s30 124
500 Ill. Cen. R.R. Bds	85½	100 Cleve. & Toledo RR.	b60 20½
1,000 Mich. Cen. R.R. 8 ⅌ cent 1st M. S.F.C.Bs.	86½	50 Michigan Cent. RR.	s60 41
100 N. Y. Central R. R.	s60 80	50 do	41
500 do	80½	100 do	s60 41⅛
200 do	s60 79⅞	100 do	b30 41⅛
50 do	s10 80	100 Gal. & Chic. RR.	s60 72½
15 Pacific Mail Steam Co.	73	5 do	72½
100 do	b30 73	1000 Chic. & R. Is. RR.	63½
100 do	s30 73	200 do	s20 63
50 do	73½	100 do	b60 63½
100 do	73½	50 do	b30 63½
100 Hudson River RR.	b60 38		

FRIDAY, Nov. 11—P. M.

There was a fair amount of transactions at the morning Board, and at the opening the market was quite firm, speculation being stimulated by the favorable reports of the earnings of the first week in November on several of the Western roads. The demand, however, was freely met as the call proceeded, and on the second call the market exhibited signs of weakness. Several prominent operators appeared disposed to take advantage of the slight advance in prices to put out sellers' options, believing that the improved condition of Western traffic is spasmodic, and that after the close of navigation the receipts will fall back to the standard of last Winter. On the other hand, it is argued that a good condition of business will continue during the cessation of navigation, and that the large amount of cereals in the country must give all the roads a large business next Spring. This is true, without doubt, in regard to Corn, which was a very short crop in 1858; but it is questionable if there will be any more Wheat to come out next Spring than there was in the Spring of this year. At the Second Board prices opened about the same as at the close of the morning Board, but dragged as business proceeded, and after the session there was considerable disposition to sell, and lower prices were established. The market closed with a downward tendency. Pacific Mail and Panama were however an exception to the tendency of the general market, and under apprehensions of the loss of the North Star, the opposition boat, were in demand and advanced 1½ ⅌ cent, the former going to 73½, and the latter to 124½. Panama shares are quite scarce on the street, and some buying to fill short contracts now coming due, has also had some influence in working the market up from 121. Central was quite steady during the day, opening and closing at 80. The freight traffic of this road will be somewhat embarrassed by the burning of the bridge near Lyons, Hudson River, was very firm at 37½. In the Western shares there was an increased amount of business, and in some descriptions an advance of 1@2 ⅌ cent was established. Galena, Rock Island, and Cleveland and Toledo closed at yesterday's prices, but Michigan Central advanced to 41½. The Bond market is without important change or activity. The closing prices were: For Virginia 6s, 94½@94¾; Missouri 6s, 84½@84¾; Canton Company, 17½@18; Cumberland Coal Company, 13@14; Pacific Mail, 73½@74; New-York Central Railroad, 79¾@80; Erie Railroad, 7½@7¾; Hudson River Railroad, 37¾@38; Harlem Railroad Preferred, 36@36½; Reading Railroad, 38@38½; Michigan Central Railroad, 41½@41¾; Michigan Southern and Northern Indiana Railroad, 6½@6¾; do. Guaranteed, 17½@18; Panama Railroad, 124½@125; Illinois Central Railroad, 63½@63¾; Galena and Chicago Railroad, 72½@72¾; Cleveland and Toledo Railroad, 20½@20¾; Chicago and Rock Island Railroad, 62½@62¾; Illinois Central 7s, 84½@85.

There is no change in foreign bills, and the business for the steamer to-morrow is light. Sterling is 109½@110½; Francs, 5.15@5.13¾.

Freights—to Liverpool: 35 tuns Hides, at 20s.; 180 tcs. Beef, at 3s. 6d.; 400 boxes Cheese, at 25s. To London: 500 bbls. Flour, at 2s. [illegible]; 50 bbls. Spirits, at 6s.; 200 boxes Cheese, at 40s.; 40 tuns Seed, at 30s. To Glasgow: 500 bbls. Flour, [illegible] 2s. 9d. A bark of 400 tuns, from Port Ewen to Antrim, at $5 ⅌ tun, and home from south side of Cuba with Sugar, at 38c., and Molasses at $2. A vessel of 186 tuns, home from Nuevitas with Sugar, at 40c., and Molasses at $3. A vessel of 196 tuns, to Spanish Main and back, for $1,700, port charges paid. A schooner of 150 tuns, to St. Mary's River and back, with lumber, at $3 50.

The business of the Sub-Treasury was: Total Receipts, $184,191 60—for Customs, $143,000; Payments, $96,964 27; Balance, $4,775,998 80.

The railroad earnings the first week in November, are very satisfactory, as will be seen below:

	1858.	1859.	Increase.
Chicago and Rock Island	$26,939	$33,575	$14,636
Equal to 77 ⅌ cent.			
Galena and Chicago	28,417	40,807	12,390
Equal to 43 ⅌ cent.			
Michigan Central	37,074	44,829	7,755
Equal to 21 ⅌ cent.			
Michigan Southern	37,429	48,142	10,713
Equal to 28 ⅌ cent.			

The business of the Baltimore and Ohio Railroad for October was as follows:

MAIN STEM.

Passengers	$68,792 47
Mails	7,633 33
Express	5,258 97
Tunnage	274,632 34
	$356,567 11

WASHINGTON BRANCH.

Passengers	$22,854 36
Mails	1,000 00
Express	1,300 00
Tunnage	6,767 02
	37,921 38

N. W. VIRGINIA BRANCH.

Passengers	$3,620 74
Mails	866 66
Tunnage	17,953 72
	22,441 12
Total	$416,929 61

As compared with October, 1858, the results are:

	1858.	1859.
Main stem	$332,611 77	$356,567 11
Washington branch	43,065 44	37,921 38
N. W. Virginia branch	15,717 92	22,441 12
	$391,395 10	$416,929 61

Increase $25,534 51.

The Baltimore American of Nov. 10 says:

"At the meeting of the Board yesterday, the President presented the annual report of the Company, which was read and approved. It will not be made public until submitted to the stockholders at their annual meeting. The report is said to be larger than usual. It gives the fullest information in relation to the operations of the road during the past year, and discusses many interesting questions in relation to the sources from which its business is derived, its present and future connections, &c. The financial result of the year's operations is understood to be exceedingly favorable."

The earnings of the Cincinnati, Wilmington and Zanesville Railroad for October, were about $17,000—somewhat less than during the month of September, the receipts of which were largely swelled by the State Fair at Zanesville.

The October earnings of the Fond du Lac Road were about $55,000. Since the opening of the portion between Janesville and the La Crosse Road, the equipage of the road has been employed to its fullest extent, and twice as many cars could have been employed. An immense amount of lumber is waiting the means of transportation at the upper end of the Road.

The demand for 5½ ⅌ cent Treasury Notes at the Sub-Treasury is increasing, and Mr. Cisco has sold since the 1st inst. over half a million. The low rates of interest current in the street have attracted attention to this avenue of temporary investment. State stocks and city bonds are also more active at private sale, and there has also been within a month some speculative movement in the depressed descriptions of city and county bonds. We have no new feature in the money market, but the tendency is to increasing ease. The shipment by the Arago to-morrow is still estimated at about half a million. The business of the Clearing House was $20,610,000.

Annexed is a summary of the quarterly statement of the Banks of this City and State showing their condition on the 24th of September last, as shown by their reports made to the Superintendent of the Bank ing Department:

Liabilities.	N. Y. City.	Other Banks.	Total.
Capital	$62,952,622	$41,052,408	$110,907,440
Circulation	3,136,177	18,932,791	27,970,968
Profits	7,517,246	4,997,852	12,514,598
Due Banks	18,278,879	5,612,427	23,992,116
Due Others	458,893	484,612	943,505
State Treasurer	285,237	1,587,989	1,873,226
Deposits	75,497,513	27,609,153	103,196,666
Other Items	496,470	1,352,341	1,848,811
Total	$179,705,847	$103,540,088	$283,245,930
Resources.			
Loans	$115,703,284	$66,711,900	$182,420,124
Overdrafts	55,128	331,189	386,317
Due by Banks	4,714,238	7,504,725	12,218,963
Real Estate	6,201,758	2,445,745	8,647,503
Specie	20,556,276	1,469,861	22,026,137
Cash Items	12,498,332	1,211,789	13,716,121
Stocks, &c	12,025,885	14,720,611	26,746,496
Bonds and Mortgages	7,605,627	7,490,514	7,395,541
Bank Notes	1,001,653	963,672	1,965,325
Expenses	440,120	683,078	1,123,198
Add for Cents	166	799	965
Total	$179,705,847	$103,540,083	$283,245,930

The amount of Coal transported over the Delaware, Lackawanna, and Western Railroad for the week ending Saturday, Nov. 5, was as follows:

	Week.	Year.
Shipped North	tuns 4,706.01	169,890.10
Shipped South	12,690.15	528,264.05
Total	17,299.14	698,154.15
Corresponding time last year.		
Shipped North	1,479.15	127,677.19
Shipped South	9,970.18	446,842.10
Total	11,441.05	574,223.09

The shipment of Coal by the Barclay Railroad and Coal Company for the week ending Nov. 5 was tuns 817.15
Previously reported 26,159.10

Amount shipped for the season 26,976.05

The following is the Coal tunnage of the Shamokin Valley and Pottsville Railroad Company:

	Week.	Year.
For the week ending Nov. 5 tuns	6,209.10	147,158.18
Same time last year	4,190.19	104,408.15
Increase	2,018.11	42,774.03

We stated some days since that a meeting of manufacturers had been held in this city for the purpose of forming an Association. A Constitution was adopted and a Board of Trade appointed. The first and second articles of the Constitution we annex:

ARTICLE I.—This organization shall be called the "United States Cotton and Woolen Association.

ART. II.—The object of this Association shall be to promote the manufacturing interests of this country, by a collection of statistics relating to each department, whether of production, consumption, exportation, or supply and demand generally, as well as a discussion of all questions having reference to to those interests, and, by an interchange of views, create more harmonious action among manufacturers.

After the adoption of the Constitution, a motion was made to proceed to the election of officers, and resulted in the choice of the following gentlemen:

President—F. BOURDINOT COLT, Paterson, N. J.

Vice-Presidents—Thomas F. Plunkett, Pittsfield, Mass; E. A. Converse, Stafford, Conn.; E. B. Bigelow, Boston, Mass.; Wm. Buckler, Harrisburg, Pa.

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Secretary—A. H. Amy, New-York.

We annex a comparative statement of the imports of Foreign Dry Goods for the week and since Jan. 1:

	1857.	1858.	1859.
Per the Week.			
Entered at the port	$414,604	$570,966	$945,594
Thrown on market	179,880	580,142	921,471
Since Jan. 1.			
Entered at the port	86,790,043	88,146,673	100,627,326
Thrown on market	79,553,374	60,879,590	100,319,879

ENTERED FOR CONSUMPTION.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	355	$287,189	Miscellaneous	174	$70,126
Cotton	524	675,524			
Silk	324	362,229	Total	2,058	$961,265
Flax	253	54,048			

WITHDRAWALS.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	107	$31,456	Miscellaneous	320	$10,549
Cotton	40	9,166			
Silk	9	8,107	Total	532	$67,206
Flax	46	7,947			

WAREHOUSED.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	41	$13,521	Miscellaneous	31	$7,185
Cotton	156	24,142			
Silk	95	29,995	Total	373	$84,329
Flax	50	9,436			

John McClave has sold eight lots on south side of One-hundred-and-twelfth street, commencing 320 feet west of Third avenue, for $600 per lot. Also five lots on east side of Sixth avenue, commencing at south corner of One-hundred-and-thirty-third street, for $3,600. Mr. McClave has sold the above lots five times during the last year. They are now purchased at the above prices for a settled investment.

There is now direct railroad communication between Baltimore and Nashville, Tennessee, by way of the Louisville and Nashville and Central Ohio Railroad, and the shipments from Baltimore over the Baltimore and Ohio Railroad, to be sent over the new route to Nashville, have been quite large for the last few days.

The Cleveland Herald says there are signs of trouble again between the "Four Great Lines." At the recent Convention, Winter rates of passenger-fare between Cleveland and New-York were raised to $14. These rates went into effect on Monday last. The two New-York roads then "backed out," and refused to make the rates over $13. After considerable bickering, the rates have temporarily gone to that figure. Meantime, tickets from New-York to Cleveland are sold at $12 50—the Summer price. There is considerable dissatisfaction among the Western connections of the "four powers."

We take the following from the Weekly Produce Review of *The Chicago Press*:

"The receipts and shipments of produce for the past week, compared with those of the week previous and the corrresponding week in 1858, will be found in the following tables:

Comparative Receipts and Shipments of Grain and Flour for the past week.

	RECEIPTS.			SHIPMENTS.	
	Last week.	Prev's week.	Same w'k 1858.	Last week.	Prev's week.
Flour, bbls	35,203	23,852	5,603	37,897	41,530
Wheat, bush	339,243	520,163	87,408	369,142	353,962
Corn, bush	202,468	61,871	31,693	89,024	39,975
Oats, bush	62,621	56,256	9,111	23,496	79,495
Rye, bush	11,413	13,442	702	....	12,679
Barley, bush	63,008	51,458	3,589	83,420	36,214
Live Hogs, No.	6,545	5,579	16,945	2,336	6,155
Dressed Hogs	773	300	....	....	....
Cattle No	4,709	4,749	4,420	372	468

RECEIPTS OF CORN at Chicago from Oct. 20 to Nov. 9.

	Bushels, 1858.	Bushels, 1859.
Canal	94,588	23,221
Galena and Chicago	14,388	11,069
Chicago and Rock Island	5,250	34,090
Illinois Central	23,014	201,010
C. B. and Quincy	14,560	62,524
Chicago and N. Western	925	2,148
Chicago, Alton, and Illinois	15,256	38,400
Total bushels	172,001	372,462

The receipts of corn at Chicago are rapidly increasing. On the 8th inst. 61,771 bushels were received, of which 43,280 came by the Illinois Central Railroad.

The following is a schedule of the rates of Cottton, between Cincinnati and the Eastern cities agreed upon by the Railroad Companies, to take effect on the 10th instant:

	To Baltimore	To Philadelphia	To Philadelphia	To New-York	To Boston	To Providence
By all Rail, or to Philadelphia, and insured thence by Steam to Boston and Providence, per bale	$2 70	2 90	3 25	4 40	3 75	
By Rail to Philadelphia, thence by Steam, not insured, to Boston and Providence, per bale	2 70	2 90	3 10	4 15	3 60	
By River to Pittsburgh, Rail and Water	2 20	2 50	2 65	3 65	3 10	

At New-Orleans the money market is very easy at 5@7 ⅌ cent for first-class paper and demand loans.

The Picayune says:

Exchange has steadily declined from the opening to the close of the week. The supply has been daily augmenting for some time, and offerings are now ample for active operations. Transactions in the early part of the week were quite restricted, but, with lower figures, the demand improved, and sales for the past two or three days indicate a material increase. We have regularly noted the changes in rates, and now quote: Clear Sterling Bills 109@109¼, and 109¾ for exceptional signatures; Bills with shipping documents 108@108¼ and 108¾. France 5.21¼@5.16¼ pr. dollar; Sixty-day Bills on N. York, &c., 1@1¼ pr. discount; Sight ¼@¼ pr. discount. One of the Banks purchased to-day Bills with bills of lading attached for 400 bales of Cotton at 109¾, and another, Bills for 200 bales at 108¾.

The annexed paper was read on Tuesday at the meeting of the New-York Real Estate Owner's Association. It gives some curious statistics of the amount of unoccupied land on Manhattan Island, and will, no doubt, be read with interest by parties engaged in real estate operations:

As the Commissioners of the Central Park have announced that they will, on the 12th instant, open about four miles of finished carriage drives, it would appear to be an appropriate period to lay before the public the position of that part of the city that is not now covered with houses.

So long as our population can procure, at reasonable prices, domiciles within the city limits, they will not be willing to encounter twice daily the risk of life and the many annoyances that necessarily attend ferry landings, and as the population on the adjacent shores, especially on that of Brooklyn, has now become too dense near the water, it has become necessary to take a long and tedious ride, after the crossing has been attained, to reach a comfortable dwelling place.

While business was transacted below Maiden Lane, this was no great hardship; but as business has moved up Broadway, above Chambers street, and will soon pass Canal street, and since the establishment of our city railroads, the inducements that formerly existed to leave the limits of the city for domiciles would, other things rema