THE EFFECTS OF THE RECENT STORM.

A violent storm of wind and rain began on Saturday morning, and continued almost unremittingly for 1 for 20 hours. The wind was easterly, and the tides rose higher than has been known for the last 25 years. Some of the piers along the East and North Rivers were completely submerged, while the streets fronting the water were knee deep; and in Broad street the tide extended as high as Beaver street, a distance of five blocks. The cellars along South, Front, Water, and Beaver streets were flooded, and a large quantity of flour stored in many of these cellars was badly damaged. On the North River, the cellars along Washington, West, and Greenwich streets were also flooded, and many of the poor families occupying the basements in that locality suffered severely. The bar-room in the basement of the Northern Hotel, on the corner of West and Courtlandt streets, was also flooded, and in order to serve their customers a small boat was brought into requisition to carry the parties to the bar, at a nominal charge of two cents per head; many availed themselves of the opportunity, as it was so novel and ludicrous. The Atlantic and other docks along the Brooklyn shore were also submerged. There being but little or no merchandize on the piers, of course but slight damage could be sustained by goods. Some of the cellars which had been made water-tight with brick and cement were in a worse condition than those in which no attempt had been made at protection, for the water, having flown into them, had no chance of escape. Men were at work all yesterday pumping out the cellar at the corner of Stone and Broad streets. Many smaller cellars had this work completed at a comparatively early hour. Most of the damage was done after midnight.

The canal boat, Northamptonshire, lying at Pier No. 8East River, and loaded with grain, was sunk during the night from the effects of the gale.

The Eastern boat, due at an early hour Sunday morning did not arrive until afternoon, the City of New-York, from Stonington, at 2 p. m., and the Plymouth Rock, of the Norwich line, at 3 o'clock, being detained in the Sound by the storm. The Empire State of the Fall River line had not arrived up to last evening. The Sound boats bound East were passed at 4 a. m. (Sunday) off Huntington Bay by the steamer Pelican, Capt. Jones, arrived this morning from Providence. Capt. Jones also reports a herm. brig ashore on Riker's Island, and a sloop on Whitestone Point.

The steamship Delaware, Capt. Cannon, due here early yesterday morning from Philadelphia, did not arrive until 5 p. m., and reports having from Philadelphia to Cape May experienced a heavy northeast gale, and was compelled to lay to until 4 a. m. He also reports off Absecom, saw a fore-and-aft schooner at anchor very close in; and off Brigantine Shoals passed another schooner also anchored; wind at the time west, with very high sea.

The pilot-boats Wm. H. Aspinwall, No. 21, and J. D. Jones, No. 15, both arrived yesterday from sea, and report the gale outside from E. to E. N. E., and very severe, the former having lost her mainboom 18 miles east from the Highlands, and while coming over the bar her skylight was stove; the latter lay to about 20 miles south-east from the Highlands, and rode out the gale safety. The Brooklyn ferry-boats were greatly retarded in their trips both Saturday night and yesterday morning, in consequence of the tide being so high that the guards projected over the racks. The Atlantic-street boats on Saturday night were stopped for two hours from that cause.

The coal and brick-yard of Mr. Marfleet, at Stapleton, Staten Island, was so completely flooded that a large quantity of coal and brick upon the pier was washed overboard, by the land inside of the pier being undermined.

The old Quarantine piers at Staten Island were carried off, and the hull of the William Tell got away from her moorings at Hunter's Point, making a trial trip on her own account. She was taken in tow near Ellis's Island yesterday morning by the steamboat James A. Stevens, and taken to Red Hook Point. Two or three canal boats were sunk, one of which, loaded with apples, was some distance above the city, in tow of the Alida.

In Water street, a class of persons "waiting for Jack," were driven from the basements in consternation, enforced excursions were the order of the night. Yesterday morning a somewhat grotesque scene was presented in the flooded vicinity. Men were engaged pumping out cellars, but were hardly noticed, on account of the sanguinary work going on near by. The tide had driven the rats from their hiding places in the piers, and it seemed as though every owner of a dog in town had brought his cur to make an onslaught on the vermin. The prey was plenteous, blackening timbers, filling feed-troughs, and crowding every place near the river, not covered by the flood. It was the very carnival of sporting men, and the keen zest with which the terriers went into their work, soon cleared away the terror stricken, which took to the water by hundreds, to escape their destroyers.

In Brooklyn the gale caused a great deal of damage throughout the city. Many of the tenements in the lower portions were completely flooded, and the families experienced great difficulty in removing their bedding and furniture to more secure quarters. There were but few houses into which the rain did not penetrate. Large numbers of trees were blown down; two fine ones in the City Hall Park were leveled to the ground, and one of the lamps lighting the main entrance to the Hall was completely demolished. The effects of the gale were more severely felt in some of the outer Wards, where the ground is more elevated, than in the densely-populated portion of the city. The roofs of several buildings were blown off, fences broken down, and chimney-tops shattered. A new three-story brick house in Elliott place, between Lafayette and Dekalb avenues, was totally destroyed. It was not yet completed. The owner is Mr. John Brophy, who sustained a loss of about $1,000. Along Fulton and Atlantic avenues several fine shade-trees were uprooted. The telegraphic wires leading from the City Hall to the different Station-Houses were blown down; communication was, therefore, suspended yesterday. Workmen were engaged all day in repairing the damage that had been done, and in the evening the lines were again in operation.

In Jersey City the tide, occasioned by the storm, was higher on Saturday night than has been known for the past twenty-one years, and the damage occasioned by the flooding of cellars and basements was very great. In some basements, several blocks from the river, it rose from three to four feet, and the occupants were compelled to abandon them.

A man named Daniel McCarty, and his wife, residing in Newark-avenue, near Grove-street, were awakened by the water, which had risen to the top of their bed, when Daniel, shouldering his better half, conveyed her to a room on one of the upper floors. It is estimated that not less than 1,500 houses were invaded by the flood. The meadows between Newark and Hudson City were overflowed to the depth of from two to three feet, and a portion of the New-Jersey Railroad track was undermined. A gang of men were set to work, and the damage was repaired early in the afternoon. The Newark turnpike, in point, was covered with water to the depth of three feet, making travel for vehicles very difficult. The plank-road between Jersey City and the toll-gate was rendered impassable for vehicles and the planks were floating away in all directions. Considerable damage was also done to trees by the violent wind

[By Telegraph.]

BOSTON, Nov. 3, 1861.

A heavy north-east gale commenced at 9 o'clock last night, lasting ten hours. A great quantity of rain fell. The noon tide to-day overflowed several of the wharves, doing considerable damage to goods, &c., stowed in the cellars. So high a tide has not been known for several years. We learn of the following wrecks:

The barks N. Coggswell, of Providence, Hamblin, from Malaga, for Boston, struck on Scituate Beach, and will prove a total loss. The crew were saved.

The ship Maritana, Williams, of Providence, from Liverpool for Boston, with a cargo of coal, wool and cotton, struck at midnight on Egg Rocks, near Boston Light, the sea making a clean breach over her. At 3 a. m. cut away the masts and mizzen-mast and stove one boat; launched the other boat, but she stove alongside. Five of the crew then succeeded in getting on the rocks. At 8 a. m. the ship went to pieces, and seven of the passengers and crew reached the rocks on a piece of the poop. The following persons were drowned:

Capt. Williams; Mr. Carner, mate; John McGinnis, John Ellis, Henry Green, Wm. Jackson, Winfield West, David McLanne, Augustus Chiveric, seamen; Ed. Barrett, cook; Mrs. Pratt and two daughters, Mr. Clark and wife, Mary Flanagan, Maria Bryan, Lucy Pratt, Elizabeth Bryan, Eliza Bozier, D. Hunter, Patrick Reagan, passengers; a Sweedish passenger and three unknown.

At noon, to-day, the weather cleared up, and the twelve seamen were discovered clinging to Egg Rocks. The life-boat was launched, and Hull and they were taken off. Not a vestige of the ship remained. Several of the bodies, including that of Capt. Williams have been recovered and brought to this city.

Passengers by the City of Boston, of the Norwich line, which left New-York on Saturday evening, arrived here at 12:30 to-day, and those by the Empire State at 4:30.

The night train, both by Springfield and the shore line, arrived about noon, being detained near Bridgeport by damage to the track.

BALTIMORE, Nov. 3, 1861.

The storm in the bay last night was very severe. Several barges were blown ashore and wrecked on their way from Havre de Grace to Locust Point. Six or seven, laden with coal, grain, etc., are reported ashore at North Point. It is reported that two or three foundered, and some lives are supposed to have been lost, the particulars of which have not been received.

The water is very high and has overflowed the wharves in the lower part of the city. Some damage has been done by the filling of cellars. There were eleven barges wrecked at North Point during the gale, all from ports on the Susquehanna, Williamsport, Berwick, Catawissa and other points. Eight were loaded with coal, two with lumber and one with oats. All are said to have gone to pieces. Only one life was lost. The names of the boats have not been ascertained.

NEWARK, Nov. 3, 1861.

The rivers in this section of New-Jersey have overflowed to a greater extent than known for over 20 years. Much valuable property is inundated, and considerable losses will be the result.

COMMERCIAL MATTERS.

Sales at the Stock Exchange....Nov. 2.

1,000 U. S. 6s, '81, Reg...	94	200	Harlem R.R. Pref....		32½
2,000 U. S. 6s, '81, Cou...	94½	300	do.....		33
2,400 U. S. 5s, '74, Cou...	94	100	do.....	b30	33½
1,000 Virginia 6s.....	47½	100	do.....	s15	32
22,000 Missouri 6s.....	44½	156	Mich. Central R.R....		48
23,000 do.....	44	150	do.....	b30	48½
5,000 do.....	b30 44½	100	do.....	s5	48
1,000 California 7s.....	91	100	Mich. S. & N. I. R.R....		19
1,000 do.....	91½	100	do.....	s30	19
2,500 N. Y. Cen. 6s ex in.	96	150	do.....		18½
4,000 Erie 3d Mtg. Bs...	36½	500	Mich. So. & N. I. Gd. St.		30½
2,000 Erie RR. 5th Mt. Bs	75	150	do.....	b10	30
5,000 Chi. & N. W. 1st M.	22½	100	do.....		30½
9,000 Lake E. & W. 1st M.	71	200	Ill. Cen. RR. Scrip....		62
2,250 do. 2d Mtg.....	41	50	do.....	b30	62½
1,000 Cleve. & Tol. S.F.B.	76½	50	do.....	s60	62
10 Ocean Bank.....	70	100	do.....		61½
9 American Ex. Bank..	78½	100	do.....		62
50 Pacific Mail SS. Co...	96½	50	do.....	s30	62
126 do.....	96	300	do.....		61½
8 New-Jersey RR.....	114	250	do.....		61
200 N. Y. Cen. R. R.....	78½	500	Cleve. & Toledo RR....		36
10 do.....	s5 78½	100	do.....		36½
200 do.....	78½	200	do.....	s30	36
50 Erie R. R.....	34	200	do.....	b30	36½
100 do.....	b30 33½	100	do.....	b10	36½
100 do.....	s30 33½	150	Chicago & R. I. R. R..		51
20 do.....	33½	200	do.....		51½
250 do.....	33½	100	do.....	b7	51½
25 Erie R. R. Pref.....	56	200	do.....		51
50 Hud. R. R.....	b30 49	200	do.....	s60	51
200 do.....	49	100	do.....		51
150 do.....	49½	200	do.....	b30	51½
100 do.....	s10 49½	163	Chic., Bur. & Quin RR.		63½
100 do.....	49½	50	do.....		63½
200 Harlem R. R.....	b10 13	100	do.....		63½
200 do.....	12½	10	Mill. & Pra. DuChien R.		19½
10 do.....	12½	50	do.....		19½
10 Sixth-av. R.R., ex div.	120	300	do.....		20
200 Reading Railroad.....	35½	100	Buf. & State Line RR.		110

SATURDAY, Nov. 2—P. M.

With an active movement this morning, the Stock market showed in most cases lower figures, a very natural reaction after the considerable advance of the early portion of the week. The undercurrent of the market, however, was strong, and the decline appeared to be only one of the eddies which always characterize an advancing market. At the decline new orders came into market, and later in the day prices recovered some of the loss of the morning, and closed firm, with very few stocks offering. The bears took advantage of the heavy feeling to offer their options, but did not evince much disposition to make sales. The parties operating for the rise were quiet, and appeared to be not unwilling that the market should react to some extent. They express great confidence in the future of the market, and are not influenced by daily fluctuations. The most marked decline of the day was in Illinois Central, which sold down to 61½, closing at 61¾ under rumors of a call on the stock of 5 ⅌ cent. The facts in regard to this matter, we learn officially, are as follows: The business of the Company for the year has been largely embarrassed by the closing of the Mississippi and the military occupation of Cairo. The earnings, consequently, will be only sufficient to pay operating expenses and interest, leaving the Company in debt on the 1st Jan. next about $250,000, which has been expended on construction. At that time, also, there will be due about $150,000 of interest, making $400,000 to be provided for. If the business of the remainder of the year should be better than is now anticipated it will not be necessary to make a call, but if not then the Company will probably consider it their best policy to make a $5 call, payable early in the year, rather than go forward with $400,000 of floating debt. New-York Central and Erie fell off ¼ per cent, and Hudson River 1¼ per cent, under sales to realize profits. Pacific Mail sold at 96. It is reported that the earnings of this company have been nearly 14 per cent during the last 3 months. The regular business of the company is now very favorable, while its property in the North Atlantic Steamship Company is profitably employed by the Government. In Western shares the dealings were to fair extent, and the market, opening weak, closed with firmness. Quincy was among the firmest of the Western shares, advancing to 63¾@64. Buffalo and State Line sold at 110, a further advance of 2 per cent, and 10 per cent improvement within a fortnight. The Board held no second session, but there was a considerable number of transactions in the street and a better feeling and higher prices were established. Among the transactions are 1,500 to 2,000 shares Central at 79@79¼; 1,000 shares Erie, 33¼@33¾; 500 do. Preferred, 56¼; 600 to 800 shares Southern old, 18¾@19; 500 shares Illinois Central, 62¾; 1,500 to 2,000 shares Toledo, 36¼@36¾; 500 shares Rock Island, 54¼, &c. In Governments there has not been much activity, but considerable purchases were made after the morning Board at 94¼@94¾. State stocks are also inactive, excepting for Missouris, which closed at 44 bid. At the close in the street, the market was steady at closing prices, with a disposition to advance if favorable advices should be received from the expedition. The last prices are: U. S. 6s, '81, registered, 94@94¼; U. S. 6s, '81, coupon, 94@94¼; Missouri 6s, 44@44¾; Pacific Mail Steamship Company, 95¾@96¼; New-York Central Railroad, 79@79¼; Erie Railroad, 33¾; Hudson River Railroad, 40¼@40¾; Harlem Railroad, 13@13¼; Harlem Railroad, Preferred, 32¾@33¼; Reading Railroad, 35@35¼; Michigan Central Railroad, 48¼@48¾; Michigan Southern and Northern Indiana Railroad, 18¾@19; Michigan Southern and Northern Indiana Railroad, Guaranteed, 39¼@39¾; Illinois Central Railroad, 62¾@63; Galena and Chicago Railroad, 70¼@70¾; Cleveland and Toledo Railroad, 36¼; Chicago and Rock Island Railroad, 54¼; Chicago, Burlington and Quincy Railroad, 56¼@56¾.

The following comparison of the prices of stocks last Saturday and to-day shows a general advance in prices:

	Last Saturday.	To-day.
New-York Central	77¾	78¾
Reading	35	35¾
Erie	33	33¾
Erie Preferred	51	56
Hudson River	36	36¾
Michigan Central	48	48¾
Michigan Southern	17¾	18¼
Michigan So. Guaranteed	37	38¼
Illinois Central Scrip	62	62
Galena and Chicago	69	70¼
Cleveland and Toledo	35	36
Chicago and Rock Island	54¼	54¼
Panama	110	116½
Pacific Mail	95½	96
Delaware and Hudson	93	94
Harlem	12¾	12¾
Harlem Preferred	31½	33
Chicago, Burlington and Quincy	62	63¾
Virginia 6s	47¾	47½
Tennessee 6s	43	42½
Missouri 6s	43¾	44
United States 6s, 1881, coupon	93½	94¼
United States 6s, 1881, registered	93½	94
United States Treasury 6s	99¾	99¾

The foreign bill market is dull and heavy, with a good supply of commercial bills on the market, some of which have been sold low enough to bring gold in return. Sterling is 105@107½ for the whole range. Francs, 537½@532½.

Freights are inactive and lower to the Continent and somewhat heavy to Great Britain. To Liverpool: the engagements are 70,000 bushels Wheat at 11½@12d. in bulk and ship's bags, 15,000 bushels Corn at 11d. in bulk, and a boat load of Corn at 11d., and if Wheat at 11½d. in bulk, 50 bbls. Petroleum Oil at 8s, and 600 bbls. Flour at 3s. At the close Flour may be quoted at 3s.@3s.3d; Wheat at 11½@12d., and Corn at 11@11½d. in bulk and bags. To London: We quote Flour at 3s.6d.@3s.7½d. (with engagements of 1,000 bbls. at the latter rate), and Wheat at 12½@13d. in bulk and in shippers' bags. To Bristol: 8,000 bushels Wheat at 13d. in bags. To Glasgow: 12,000 bushels Wheat at 12½d. in bulk. To Havre: 1,500 bbls. Flour at 85c., being a material decline; and to Rotterdam: 800 bbls. Flour at 4s.

The business of the Sub-Treasury was: Receipts, $4,235,030 64—for Customs, $26,000; for Treasury Notes, $3,620,799 83; Payments, including redeemed 6 ⅌ cent notes, $2,006,503 11; Balance, $9,082,835.

The Nassau Bank has declared a semi-annual dividend of 3 ⅌ cent, payable on the 11th of November.

The tempestous character of the weather has checked the subscriptions to the Popular Loan both at the Sub-Treasury and with the private agencies. At the Sub-Treasury the amount was but about $120,000. The aggregate private subscriptions at the Sub-Treasury, since the opening of the list, is $26,455,000. For the last week they were in round numbers, $2,000,000. The Banks paid in, to-day, $3,500,000, being the second 10 ⅌ cent on the second fifty millions of the Loan. Of this payment, $444,000 was in two-year six ⅌ cent Treasury Notes. Another reimbursement of $490,000 will be made in a day or two. The Banks have paid up $7,000,000 during the week, and received from the Treasury for Notes sold, about $2,000,000. The last installment will not affect the weekly average of many of the Banks, and the specie reserve on Monday will show considerable larger than the actual amount in vault, which was to-night about $38,500,000.

The Peru and Indianapolis Railroad will be sold in the City of Indianapolis on Saturday, the 11th day of January next, at 12 o'clock, upon the application of holders of the First Mortgage bonds.

The City of New-York brings $21,260 in specie. The exchanges at the Bank Clearing-House were $21,453,431 77. The exchanges for the week ending to-day, were $113,762,469, being a daily average of $18,960,411 50, against $18,559,204 37 for the week ending on Saturday last.

Of the receipts at the Custom-House for duties the last week, $53,042 was in Treasury Notes.

The Money market continues to work easier on demand, and the rates range from 5 to 7 ⅌ cent. The supply of floating capital is large, and the impression prevails that the immense disbursements of Government must continue to keep a superabundance of money in Wall street for employment. In paper there is a moderate business doing at 6@7 ⅌ cent for gilt edged, of which there is but little on the market. The mercantile loans in the banks show but little change from last week.

We annex a comparative statement of the Imports of Foreign Dry Goods and General Merchandise at New-York for the week ending Nov. 1, and since Jan. 1:

For the week.	1859.	1860.	1861.
Dry Goods	$482,794	$1,359,269	$621,642
General Merchandise	1,103,024	2,924,690	1,622,448
Total	$1,516,728	$4,303,959	$2,244,090
Previously reported	206,443,770	195,852,794	104,762,665
Since Jan. 1	$207,961,498	$200,156,743	$107,006,755

These figures tell an important tale, showing as they do a falling off in the importations of about fifty ⅌ cent, or one hundred million of dollars since the 1st of January, as compared with the same period of either of the two previous years. A considerable proportion of the goods imported during the last few weeks consisted of articles required for war purposes, and ordered from abroad to meet a demand which it is believed our own factories will to a great extent be able to supply hereafter. If so, succeeding statements will probably show a gradually lessening amount of importations of goods, and an increasing influx of specie.

The following table will compare the exports of the seven principal staple articles for the week:

Week ending Nov. 1.	1860. Amount.	1860. Value.	1861. Amount.	1861. Value.
Cotton, bales	4,626	$215,052	200	$16,000
Flour, bbls.	69,778	404,778	86,006	507,347
Corn Meal, bbls.	2,477	10,784	623	2,195
Wheat, bush.	415,678	554,349	826,446	1,003,649
Corn, bush.	103,052	79,581	287,305	174,248
Beef, bbls. and tcs.	716	10,307	305	2,794
Pork, bbls. and tcs.	1,567	27,849	1,974	27,957
Total	....	$1,301,899	....	$1,800,950

Increase of the week as compared with that of 1860..$499,051

The following is a comparative statement of the value of exports from the commencement of the year to Nov. 1:

	1860.	1861.	Increase.	Decrease.
Cotton	$3,763,554	$9,425,296	$661,742	.....
Flour	9,214,012	12,613,268	3,399,256	.....
Corn Meal	232,543	265,786	33,243	.....
Wheat	12,120,780	24,095,324	11,974,544	.....
Corn	1,490,116	5,937,190	4,447,074	.....
Beef	1,501,332	861,062	.....	639,470
Pork	1,323,619	1,384,197	55,578	.....
Total	$34,646,956	$54,582,023	$20,601,437	$639,470

Increase as compared with 1860.....$19,961,967

The total imports of foreign dry goods at the port of New-York for the month of October have been less than two million dollars, against about five and a half millions for the same period of last year. Only two hundred thousand dollars in cottons were landed here during the month, and less than four hundred thousand dollars in silks.

IMPORTS of *Foreign Dry Goods at New-York for the month of October.*

	1859.	1860.	1861.
Manufactures of Wool	$1,421,850	$1,402,145	$1,092,399
Manufactures of Cotton	774,620	462,349	125,168
Manufactures of Silk	1,155,513	1,769,238	315,563
Manufactures of Flax	625,938	415,214	207,344
Miscell's. Dry Goods	241,175	474,404	41,209
Total entd. for Consump	$4,219,096	$4,613,350	$1,721,673

WITHDRAWN FROM WAREHOUSE.

	1859.	1860.	1861.
Manufs. of Wool	$147,508	$196,458	$513,040
Manufs. of Cotton	57,924	51,308	130,439
Manufs. of Silk	73,843	39,677	209,109
Manufs. of Flax	38,240	43,091	89,037
Miscellaneous Dry Goods	29,516	19,599	21,514
Total withdrawn from warehouse	$302,031	$349,123	$963,199
Add ent'd for consumptn	4,219,096	4,613,350	1,721,673
Total thrown on market	$4,521,027	$4,962,473	$2,677,872

ENTERED FOR WAREHOUSING.

	1859.	1860.	1861.
Manufs. of Wool	$154,132	$330,903	$58,071
Manufs. of Cotton	119,899	190,871	73,734
Manufs. of Silk	53,051	64,275	74,601
Manufs. of Flax	110,266	66,070	37,323
Miscellaneous Dry Goods	55,749	53,438	4,139
Total warehouse entries	$ 797	$714,557	$249,868
Add consumption entries	4,219,096	4,613,350	1,721,673
Total entered at the port	$4,712,793	$5,327,907	$1,971,541

IMPORTS of *Foreign Dry Goods at New-York for ten months from January 1.*

ENTERED FOR CONSUMPTION.

	1859.	1860.	1861.
Manufs. of Wool	$29,537,307	$27,831,977	$8,266,143
Manufs. of Cotton	19,649,966	13,135,436	2,909,667
Manufs. of Silk	28,631,919	30,319,913	7,695,673
Manufs. of Flax	8,715,678	5,643,624	1,724,895
Miscellaneous Dry Goods	4,936,479	5,289,735	1,779,797
Tot. ent. for consump'n	$91,722,189	$82,420,685	$22,426,373

WITHDRAWN FROM WAREHOUSE.

	1859.	1860.	1861.
Manufs. of Wool	$2,725,396	$3,092,943	$6,360,493
Manufs. of Cotton	1,492,126	2,280,959	3,879,357
Manufs. of Silk	924,346	1,493,187	4,501,305
Manufs. of Flax	916,553	772,977	1,695,995
Miscellaneous Dry Goods	303,382	520,639	715,221
Total withdrawn from warehouse	$6,316,105	$8,140,805	$16,747,406
Add entered for cons'n	91,722,189	82,420,685	22,426,373
Total thrown on the market	$98,038,294	$90,569,190	$39,173,779

ENTERED FOR WAREHOUSING.

	1859.	1860.	1861.
Manufactures of Wool	$3,040,135	$3,253,113	$5,505,599
Manufactures of Cotton	1,393,931	2,319,083	3,396,670
Manufactures of Silk	777,344	1,376,959	4,916,930
Manufactures of Flax	860,298	476,452	1,306,674
Miscellaneous Dry Goods	436,629	553,431	870,926
Total ent'd for wareh'g	$6,648,341	$7,998,938	$16,697,171
Add ent'd for consump'n	91,722,189	82,420,685	22,426,373
Total ent'd at the port	$98,370,530	$90,419,623	$39,125,544

Statement of the exports of breadstuffs from this port, for the last 10 months, commencing Jan. 1, 1861:

	1859.	1860.	1861.
Flour, bbls.	2,170,322	2,566,220	3,011,565
Corn Meal, bbls.	70,653	97,386	78,993
Wheat, bush.	1,896,258	11,501,264	20,113,170
Rye, bush.	209,163	174,501	323,142
Oats, bush.	2,718,247	3,543,122	3,168,966
Barley, bush.	751,934	809,156	1,004,635
Corn, bush.	2,291,391	10,347,319	16,514,999

The receipts and exports during four weeks in October, 1861, were:

	Receipts.	Exports.
Flour, bbls.	678,513	331,362
Corn Meal, bbls.	7,142	6,232
Wheat, bush.	4,360,807	3,260,193
Rye, bush.	57,406	154,749
Oats, bush.	537,547	2,587
Barley, bush.	216,744	.....
Corn, bush.	3,044,293	1,321,663

Messrs. Colgate & Hoffman caution the public against buying or negotiating the following 7 3-10 per cent. Treasury Notes, viz: No. 11,203, to the order of R. Williams; No. 11,204, to the order of J. Livingston; No. 11,205, to the order of A. R. Winstead; for $500 each, the same having been obtained by fraud, and their payment being stopped. These notes were obtained from Colgate & Hoffman by a swindler who presented a forged certificate of deposit on the Williamsburgh City Bank, having previously established his character by using a genuine certificate.

The anthracite coal brought down by the Reading Railroad this week amounted to 28,225 tuns; same week last year, 46,453 tuns. The bituminous coal not yet reported will be about 6,000 tuns. The Schuylkill Canal has brought down 34,399 tuns; same week last year, 23,545.

The private subscriptions to the Loan at Philadelphia for October were $2,747,313. The whole amount of National Loan taken in Philadelphia, independent of the subscription of the Banks, is about $5,600,000.

The quantity of flour, wheat, corn, and barley, left at tide-water during the fourth week in October in the years 1860 and 1861 is as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1860	130,693	1,814,853	551,128	490,055
1861	89,851	2,060,773	1,514,254	304,103
Dec.	41,842	Dec. 245,941	Inc. 963,126	Dec. 185,952

The aggregate quantity of the same articles left at tide-water from the commencement of navigation to the 30th of October inclusive, during the years 1860 and 1861, is as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1860	923,405	12,464,960	13,244,099	1,039,950
1861	1,031,655	21,561,092	19,123,496	1,132,123
Inc.	108,250	Inc. 9,136,033	Inc. 5,879,397	Dec. 707,707

By reducing the wheat to flour, the quantity of the latter left at tide-water this year compared with the corresponding period of last year, shows a gain of 1,931,466 bbls. flour.

The receipts at tide-water of the principal articles of produce, from the opening of the Canals to and including October 31, have been as follows:

	1859. Canal Open April 15.	1860. April 25.	1861. May 1.
Flour, bbls.	511,628	926,405	1,031,655
Wheat, bush.	2,545,756	12,464,959	21,561,092
Corn, bush.	2,355,829	13,244,099	19,123,496
Barley, bush.	1,247,620	1,039,950	1,132,123
Oats, bush.	4,181,243	5,447,211	4,341,626
Rye, bush.	252,096	271,290	561,256
Beef, bbls.	14,650	5,263	641
Pork, bbls.	36,693	7,071	8,356
Bacon, lb.	1,920,970	458,464	588,900
Butter, lb.	1,224,508	1,131,679	1,075,383
Lard, lb.	3,052,648	996,695	996,893
Cheese, lb.	5,190,307	6,294,664	3,346,737
Wool	2,184,370	2,022,060	1,578,068

The Boston Post says:

Money is exceedingly abundant, and is dull, almost beyond precedent. Much of the business of the day is done for cash, both with Government and individuals. The manufacturing companies generally have large balances on hand and are almost out of the market as borrowers. If the present condition of affairs continues much longer, the banks will be in far better condition to take another Government loan, if necessary, than they were to take hold of the present one, in August last. The 7:30 notes go off rapidly, and although the bank specie shows a little diminution from recent payments into the Treasury, the banks are daily receiving handsome amounts from outside sales.

The St. Louis Republican says:

Coin in large amount was sold yesterday at 5 ⅌ cent premium for bankable money. The rapid decline is owing, probably, to the absence of the paper necessary for the ordinary business of the city, and those who have bought and hoarded it are now bringing it out to save themselves from greater loss. The restoration of the money of the Bank of St. Louis (hitherto held on special deposit at the Mechanics' Bank), by order of Gen. Fremont, will give that bank complete control of its funds, and will rapidly appreciate its paper, which up to yesterday was selling at 12 ⅌ cent for coin. At a very early day the bank will, no doubt, take action as to its future course—meanwhile the holders of the notes are perfectly secure, and should submit to no shave whatever.

Exchange was sold at 5 ⅌ cent premium.

We noticed yesterday the arrival of a large sum forwarded on Government account in Treasury demand notes. To-day Capt. Haynes, Commissary of Subsistence, was drawing on New-York in favor of parties here, in checks which were negotiated in considerable amounts with our Banks. Our Banks are now having returned to them their sequestered funds. The Bank of St. Louis will soon be repossessed of some $150,000, which had been taken by Col Worthington at Boonville. The $48,000 found at Warsaw, belonging to the Branch of the Mechanics' Bank there, has been returned to the Bank.

Passengers Sailed

In steamship Teutonia, for Hamburg and Southampton—Miss O. Hasse, L. P. Crailsheim, Mr. and Mrs. R. J. Rolken, T. Kohnholz, S. Goodman, Mr. and Mrs. W. P. Lee, J. Fuld, Miss Henschel, L. Emanuel, Mr. and Mrs. Wintzheimer, New-York; M. Wurkheim, S. Marx, M. Heseklel, A. Heusinger von Waldegg, San Francisco; Jacob Spear and family, M. L. Teitlebaum, Hartford; Simon Bohl, Cincinnati; Mrs. Maria Mayer, Sandusky; B. Fleishman, Franz Gitzen, St. Louis; F. Schwenun, F. Scheer, Chicago; Miss Maria Glessner, Philadelphia; L. Fennebert, Berlin; A. Strauss, Niagara Falls; G. Drechsler, Canajoharie; others in steerage. Total, 115.

In steamship City of Baltimore, for Liverpool—Mrs. Lockredge and infant, Mr. and Mrs. Davenport, Francisco Morano, Mr. and Mrs. Z. Eastman and children, Capt. and Mrs. Joseph Webster, C. M. Wadsworth, three children and two servants; James Fisherty, H. Hammond, Mr. and Mrs. T. H. Smith and three children, John Rel, E. H. Ladd, R. H. Lester, Michael Carroll, M. E. Veyllion, E. Thiellier, J. B. Jefferey, Capt. G. W. Clutternuck, C. M. Wilson, and others in steerage.

Passengers Arrived

In steamship City of New-York, from Queenstown and Liverpool—Mr. and Mrs. Armstrong, Mr. and Mrs. Fuller, George Holyoke, Mr. and Mrs. C. S. Shepherd, Miss Minnie and Master Freddy Dale and servant, Rev. A. Bushnell and lady, Dr. Dwight, Misses Cornelia, Sarah H. and Susan S. Dwight, Mary A. and Laura Blisset, Mrs. Beecher, Miss Lindsay, Mrs. Todman, Miss Kate Reilley, Miss E. Dunley, Mr. Horsfield, W. R. Maurice, Joseph Linsley, jr., W. Maher, Mr. Faulkner, J. Grosse, J. Castelli, Henri and Owen Guelton, Capt. and Mrs. E. Seward and son, Mr. and Mrs. James McEwen, Mrs. Kertzinger and daughter, Mr. and Mrs. Alexander Eagle, two children and servant; Mr. and Mrs. Harrison, two children and nurse; Mrs. Mary Harrison, Mrs. Sloan, Mr. and Mrs. Theodore Fresen, daughter and two children; Rev. E. O'Flaherty, Dr. R. S. Trippett, B. Callsher, E. Armstrong, J. Ryley, John Lockhart, Mr. Jorges, A. J. Major, F. Walsh, Mr. Johnston, Mr. Billborough, Mr. Eustace, Mrs. Butler.

In steamship Karnak, from Havana and Nassau—Rev. A. G. Carothers, late Am. Consul at Turk's Island; Mrs. E. A. Carothers, Mrs. C. Hart and two children, Mrs. Kerr and two children, Mr. and Mrs. J. C. Rahming and two children, J. J. Mora, Capt. P. A. Nelson, Capt. Wm. Sawyer, B. Antognini, L. Rey Aldosa, A. Monterio, H. Stewart, A. G. Calderon, A. G. Martinez, A. Arneid, G. Eneas, C. A. Carlstrum. Total, 27.

In steamship Northern Light, from Aspinwall—Col. G. M. Totten, Gen. Halleck, wife and family; Mrs. Maxwell and daughter, Mrs. J. B. Miller, W. A. Wells, J. B. Moore, Gen. E. O. Cord, Hon A. A. Sargent, wife and family; Dr. Wicks and wife, J. W. Simmonton, Mrs. S. P. Hepburn, W. C. McNish, B. M. Nagles, Dr. Thomas Flint, wife and family; T. P. Madden, R. G. Johnson, Mrs. M. Kleinstein, Mrs. H. Hannibal, P. N. Martell, J. Salladay, J. F. Hartman, Capt. J. H