Marine Affairs.

LAUNCH.—Yesterday afternoon, about 1 o'clock, the packet ship Gutenberg, of 1,000 tons burthen, intended for the New Orleans and Havre trade, was launched from the yard of Wm. Perine, at Greenpoint. She is to be commanded by T. W. Weeks.

INTERESTING EMIGRANT CASE—THE BARK SARAH PARK.

When the Hermann sailed from Southampton the American bark Sarah Park, of Bangor, Capt. C. H. Pendleton, had completed her repairs, and was to sail for New York on the 9th. The Sarah Park left Havre on the 1st of October, with an assorted cargo and 307 steerage passengers; but on the morning of the 3d, in a dense fog, she struck on Bembridge Ledge, near St. Alban's Head, on the English coast, and sustained injury to her bottom. By the great exertions of the captain and crew the ship was hauled off from her dangerous position, leaking badly, and was brought up to Southampton, where her damages have been repaired in the graving dock of that port. Immediately on arrival at Southampton the cargo was discharged and the passengers landed, where everything that humanity and kind feeling could dictate was done for their health and comfort by the captain. At a considerable cost a large building was engaged and fitted up with sleeping berths, and every appliance for cooking and provisioning these emigrants, who were thus lodged, fed and cared for at the expense of the owners of the ship, the duration of their stay on shore being nearly five weeks, and the expense thus incurred from $2,500 to $3,000. A nice point is raised in reference to this transaction. It appears that the Sarah Park was chartered by Messrs. Wood, Paillette & Co., of Havre, to convey passengers, at a lump sum, the ship to find nothing but space. Messrs. Wood, Paillette & Co. contracted with the emigrants subsequently for their simple conveyance to New York, leaving the passengers to provide their own provisions, as is often done in such cases. It further appears that the cost of provisioning the emigrants in Southampton—rendered necessary by the disaster to the ship—has been repudiated by the Havre firm, upon the ground that they were not bound to find any provisions whatever for the passengers. The ship, on the other hand, looks to the emigration agents (the emigrants themselves being unable to pay,) for all costs incurred, upon the ground that the terms of the charter party only embrace the mere carriage or conveyance of the passengers to their destination. The issue of this question, which will probably be decided in a court of law, will be highly interesting to American shipmasters, and will serve as a precedent on future occasions of similar disaster.

ARRIVAL OF THE FLYING CLOUD.

The clipper ship Flying Cloud, Capt. Cressy, from Canton July 20, via Hong Kong Aug. 1, arrived yesterday morning. She stopped at Hong Kong to repair her windlass which was broken in the river, and also to obtain more seamen. She brings a valuable cargo of silks, teas, &c. The following account of her passage is extracted from her log:—

Experienced very heavy weather in the China Sea. On the 2d August split several sails, and was hove to for twelve hours under bare poles, with royal and topgallant yards on deck, during a violent gale, commencing at N. and veering to N. W. and S. S. W., accompanied with a perfect deluge of rain. On the 3d, the weather being still bad, with every appearance of a continuation, and having a poor crew, decided on proceeding to the southward, via Gooloo and Celebes Seas, and Macassar Straits, consequently steered for Mendova Strait. 4th and 5th, had much better weather, fine at intervals; got good observations for latitude and longitude which indicate a current of 14 miles in 24 hours, setting N. 57 deg. 2 min. 6th, at 3 P.M. the wind failed for ten or fifteen minutes, and then sprang up light from eastward, and commenced raining. Taking the ship aback, we braced around the yards and trimmed sails for an east wind, when it again changed suddenly to S.W., fresh breeze and much rain. Taking the ship aback the second time, braced and trimmed by the wind, head to S.S.W. Weather much the same up to 4 A. M., when it cleared up and continued fair until 8, and then commenced raining; nothing in sight, reduced sails to three topsails, jib and foretopmast staysail; at 8.30, judging the ship to be to the southward of the Strait, and not wishing to approach nearer to the land until the weather cleared up, laid to until 10, when it ceased raining, and cleared up somewhat; filled away again, and stood in S. E. by S., with the same sail on; at 11 raining again; 11.30, prepared to wear ship; 12, men at stations for wearing ship; at this time the weather lighted up and became more clear, seeing good for at least six miles. In lat. 12 10 north, lon. 119 58 east, by dead reckoning, which was certainly not correct, as in that position there would not have been more than 22 fathoms water, and soundings would have been indicated by the color of the water. On the 7th (6th civil time) at 15 minutes P M., with six men on the forecastle, with orders to keep a good lookout for land, breakers, or white water, the Captain and mate on the poop for the same purpose, and without seeing anything, the ship ran upon a sunken rock, so as to bring her load line forward three or four feet out of water. Immediately hove everything aback—the ship swinging quickly around, head to the S. W., where she hung thumping heavily for 15 or 20 minutes, and large pieces of her shoe coming up alongside. Shortly after striking one of the lookout men came running aft to say there was a large hole in her bottom, which proved, on examination, to be a part of her keel broken off; ordered the pumps sounded and to get the boats in the water; found 17½ inches. Almost simultaneously with these orders the wind ceased entirely and the rain poured down in torrents; in a few moments more she gave one tremendous thump and slipped off the rock, at which time the pumps showed 18½ inches; set one gang of men at the pumps, others to get in the boats; same time faint breeze sprung up from the eastward and veered gradually around to the south and S. S. W., increasing as it veered; hauled off by the wind. Judged the rock not to exceed thirty or thirty-five feet in diameter, with from six to twelve feet of water upon it, and of a dark brown color; the ship making eleven inches water an hour throughout the day; 8th, 30 minutes P. M., saw Calivite mountain on Mindoro bearing east, distant by estimate 50 miles. Assuming this to be correct, it places the ship in lat. 13 23 N., lon. 119 34 E., and indicates a current setting north 50 2, fifty-two miles in two days, instead of north 87 2, twenty-eight miles in the same time, as indicated by the observations of the 4th and 5th. Taking this current, indicated by seeing the land, to have been running in the same direction, and with the same velocity from the 5th to the 6th, at noon, it would place the ship in lat. 12 16 N., lon. 120 18 E., which is twenty-two miles to the south and three miles to the east of a sunken rock, with nine feet water on it, as laid down on Raper's Maritime Positions, 12 38 N., lon. 120 15 E., though the latitude does not agree by 22 miles. I am inclined to think it must be the same upon which the F. C. struck, and that there was a more northerly current, (which is verified by her swinging so as to head steadily to S. W.) than subsequent observations would seem to warrant. It is represented on Horsburgh's charts, issue of 1845, as a shoal called "Hunter," and in such a manner as to lead one to suppose it a shoal of four miles in extent, and that there would be no danger in approaching it in the day time, as while colored water would be seen in time to avoid it. Had very bad weather for the four days succeeding, and when passing through the Strait, on the 10th, in a violent squall, blew away the foresail. Was eight days passing through Soolos Sea, with faint airs and calms, to Basselan Strait, where we were obliged to anchor in the night, during a fresh squall, with thick weather and rain from the eastward. Here lost chain and anchor, on getting under weigh. We were seventeen days becalmed, drifting about with the current, making the distance of three hundred and fifty miles to Cape William, in Macassar Strait, where she took a breeze and arrived at Angier four days after, Sept. 10th, and forty days from Hong Kong. Left Angier 11th of September, at midnight; had three days good run, when the wind fell off, and has continued very light, with the exception of five days off Cape of Good Hope. Very heavy weather up to Nov. 14, on which day saw Bermuda. Same night was struck by a heavy squall in a sudden change from S.W. to N.W., which sprung foretopmast so bad as to render it necessary to strip the mast of everything above the topsail yard; since which have experienced a continual succession of really bad weather up to the time of taking a pilot, Wednesday night 22d inst.

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

FRIDAY, Nov. 24—6 P. M.

There appears to be no limit to the depression. Previous to the meeting of the board this morning, prices were considerably lower; but at the board a slight rally was made and a part of the decline recovered. Compared with prices current at the close of the market yesterday, there was this morning a decline in Illinois Central Bonds of ¼ per cent; Cumberland Coal, ¼; N. Y. Central Railroad, ¾; Michigan Central, 2; Hudson River Railroad, 1¼; Erie Railroad, ¾; Harlem, ¾; Reading Railroad, ⅜. Virginia 6's advanced ¼ per cent. Erie sold as low as 31 per cent in the street, but closed at 31⅞ at the board. After the board there were sales of Erie 1st Mortgage Bonds at 94 per cent; Missouri 6's were better, and closed at 80¾ per cent; New York Central Railroad sold more freely to-day than usual. More than eighteen hundred shares were sold, and prices run down to 75¼ on time, seller's option, but closed at 76½, same terms. This company must pass its next dividend, or pay it in bonds. It is reported that the dividend past due, and the one about maturing, will be paid out of the three million bonds the company have been so long trying to negotiate. It appears to us as the best movement they can make, next to not paying them at all. It will take the whole of that issue to pay the two dividends and remove the floating debt, leaving future dividends to be provided for in the same way. The Central railroad is an old, worn out concern, in every way—an old superstructure, old rails, old cars, old machinery, and the old system of extravagant management prevailing throughout. Its stock is pretty well distributed throughout the line of road, which is the principal cause of its being so well sustained; but it is rapidly coming into Wall street, and must ultimately become one of the most active fancies in the market. The necessities of holders must bring it out. The nonpayment of dividends in anything available must compel many to put a portion, at least, of this stock on the market, to provide them the means of living.

We have noticed within the past few days a great increase in the quantity of railroad acceptances offering for negotiation, whether direct from the companies or not is unknown. The Illinois Central, Erie, and Hudson River acceptances are freely offered at two and three per cent per month, without finding purchasers. The Illinois Central Company must look sharp to their resources for paying the next semi-annual interest on their bonds. The depreciation in the market value of the stock to an extent nearly equal to the instalments paid will restrict materially the payment of the instalment called for. Upon that instalment the company depends for the payment of the interest on their bonds for the ensuing year, amounting to nearly twelve hundred thousand dollars. The company have attempted to force the payment of that instalment by prohibiting the transfer of any stock until it is paid. This is likely to be a very serious matter, and, in connection with its acceptances offered at such an enormous shave, looks as though it would require a very favorable turn in affairs to extricate the company from its difficulties. The Erie and Hudson River Railroad Companies are accustomed to such extravagant financiering, but the Illinois Central is a new customer in the market, and is likely to be bled pretty freely by the Shylocks of Wall street.

By the arrival of the steamship George Law at this port, from Aspinwall, we have one week later intelligence from California. The commercial accounts are about the same as those brought by the last steamer. The steamship John L. Stephens, at Panama from San Francisco, brought down $1,872,000, and the steamship George Law, at this port, brings $1,568,000 in gold and gold dust.

After the adjournment of the board the following sales of bonds and stocks, belonging to the estate of James Foster, Jr., deceased, (with the exception of thirty shares of the Excelsior Insurance Co.,) were made by Simeon Draper:—

$7,000 Clev. and Toledo RR incomes, Int added	66
10,000 N. Y., P. & B. (Stonington) R. 6s "	81
500 N. Y. Union Club 6 per cent bonds "	85
100 shares New Orleans Canal Banking Co	106
10 do. Clinton Fire Insurance Co	70
70 do. Sixth Avenue Railroad Co	56
20 do. New York and Havre Steam Nav. Co	37
25 do. New Haven and New London RR Co	15½
600 do. New Jersey Zinc Co	33⅝
25 do. Trenton Iron Co., of New Jersey	85½
200 do. Del., Lackawanna & Western RR Co	68 a 69
50 do. Hartford and New Haven RR Co	110
103 do. Cleveland and Toledo RR Co	54
557 do. N. Y., P. & B. (Stonington) RR	59½ a 60½
30 do. Excelsior Fire Insurance Co	73

At the second board the market was very quiet, with a slight improvement in prices. Nicaragua Transit advanced ¼ per cent, Erie Railroad ¼, Illinois Central ¼. Reading Railroad fell off ½ per cent.

The bills of the Wooster Bank, of Danbury, Connecticut, will be redeemed, at ½ per cent discount, at the office of W. & J. O'Brien, No. 33 Wall street.

The steamship Atlantic, from this port for Liverpool, to-morrow, (Saturday,) will not take out a very large amount of specie. The shipment will not exceed half a million of dollars. The Cunard steamer from this port, on Wednesday next, will take out a much larger amount. There has not been much activity in foreign exchanges for this packet. Rates ruled a little lower for sterling bills. We quote on London, 8½ a 9⅛ per cent premium; on Paris, 5f. 17½ a 5f. 13¾.

The receipts at the office of the Assistant Treasurer of this port, to-day amounted to $46,645 61; payments, $70,981 99—balance, $6,591,929 09.

The Boston *Telegraph* of the 22d says:—

Providence improved ⅜ per share this morning, and was in active demand at the close. Eastern holds steady at a shade under yesterday's price; Worcester declined ½, and is pressed for sale; Concord is lower, but few shares are offered for sale; Old Colony and Fall River is forced for sale at 79, without buyers; Providence and Worcester, which was bid off at auction yesterday for 88, was freely offered at the board for 86, and no buyers. Bank shares are still declining, and much more freely offered. Exchange fell to 107, and Merchants' 105, while National advanced to 101, and Blackstone sold at 101. Shares of the Atlantic, Atlas, Columbian, Globe, Granite, Grocers', Howard, North America, and Traders', are all in the market for sale, without buyers at previous rates. Bonds sold more freely, but at reduced rates. Copper stocks are without material change, except Pittsburg, which declined $8 per share from last sales, two weeks since. Phœnix sold at $4, including an assessment of $1 due November 17, which is a decline of $1 per share, the last sale being at 4, without the assessment. Copper Falls declined ¼, and was not in quick demand. Tolec is dull at 3¾ to 4¼; Northwestern, 17 to 20; Norwich, 4 asked; and Forest, 7 asked.

The annexed statement from the last annual report of the Watertown and Rome Railroad Company, exhibits its financial condition, earnings, expenditures, &c., up to the 30th of September, 1854:—

WATERTOWN AND ROME RAILROAD.

Cost of Road and Equipment.

Construction		$1,357,766 08
Passenger and freight stations		113,379 24
Engine and car houses and machine shops		42,635 85
Land, land damages and fences		170,913 45
Locomotives, fixtures and snow ploughs		122,136 65
Passenger and baggage cars		30,042 63
Freight and other cars		160,617 68
Engineering and agencies		43,052 74
Total cost of road and equipment		2,040,544 33
Means Employed.		
Capital paid in	$1,372,300 00	
Funded debt outstanding	500,000 00	
Floating debt	150,144 33	
		2,040,544 33
Floating Debt.		
Floating debt, portions of which payable in 1, 2 and 3 years	$300,000 00	
Deduct applied in above construction account	159,144 33	
Balance of floating debt		$140,855 67
Assets to represent this Balance.		
Stock in Wolf Island canal and steam ferry boat thereon	$35,000 00	
Undivided 5-9ths ownership in two first class steamboats on Lake Ontario	50,000 00	
Advances made on four first-class propellers, secured by mortgage and policies	90,000 00	$175,000 00

Leaving on hand an asset balance of $34,144 33

The receipts and disbursements of the road for the year ending September 30, were:—

From passengers	$154,628 26	
From freight	216,597 45	
From mails	7,853 84	
From all other sources	5,380 98	
Total receipts		$384,460 53
Disbursements.		
For maintaining road	$55,541 70	
For repairs	33,972 43	
For operating road	130,243 96	$219,758 09
Net earnings		$164,702 44
From which deduct dividends paid	$67,993 81	
Paid for interest and exchange	58,144 73	126,138 54
Balance carried to surplus account		$38,563 90

The main track is 97 miles in length, 7 miles in turnouts—equal to 104 miles in all—constructed in the best manner, ample depot and workshop accommodations throughout, fully equipped with rolling stock. The running of trains from Rome to Cape Vincent commenced during the summer of 1852; since which time there has been a gradual increase of receipts. The first dividend of earnings, five per cent, was declared and made payable January 5, 1852, and has been followed by four other like consecutive semi-annual dividends, making five in all; the last having been declared and made payable the 1st day of April, 1854, equalling nine and one-eighth (9⅛) per cent per annum up to that date, (or 7¾ per cent up to Oct. 1, 1854.)

It has been decided by the directors to pass the present October dividend. The report says:—

To account for this decision it is necessary to state that the unlooked for influx of business which followed the opening of the road, has required an outlay for equipment and accommodations, (though not exceeding present and future wants,) disproportioned to the means at command, within a contracted period, other than the use of the company's credit, which has resulted in a floating debt. Although the net earnings the past six months would warrant declaring a dividend, (enhanced as are prices in every department of business, except railroad fares,) it would require to be done at the expense of carrying along this floating debt at a rate of interest comparing unfavorably with the rate of dividend. The directors believe they do not hazard their financial reputation as a board, by applying the present accumulation of earnings toward the extinguishment of that description of debt which would cost more to hold in suspension than the same amount would earn while employed. A continuance of the opposite practice, as all will see, would only tend to enhance the cost of the road, or the amount of capital on which to make future dividends.

In relation to the anticipated railroad obstruction and difficulties at Erie, Penn., the Columbus (Ohio) *Journal* says:—

We beg leave to remind these pirates upon the Lake shore that there is now another road open from the west to the east, and that the monopoly of that city is gone forever. The Ohio Central road now takes passengers through to the city of Baltimore in a very few hours, and without any break of lines or interruption. If the travelling public of the west cannot get past Erie without suffering the indignities and exposures of last winter, they will all come to Columbus, and pass on to the east over the Central and the Baltimore route. It may be well enough for the riders up north to bear these things in remembrance.

The annexed statement exhibits the import and export trade of New South Wales in each of the past ten years:

NEW SOUTH WALES—IMPORTS AND EXPORTS.

Year.	*Imports.*	*Exports.*
1844	£780,200	£871,300
1845	985,600	1,082,400
1846	1,315,000	1,056,300
1847	1,548,300	1,201,500
1848	1,182,900	1,155,000
1849	1,313,600	1,135,900
1850	1,333,400	1,357,800
1851	1,565,900	1,796,900
1852	1,900,400	4,604,000
1853	6,342,400	4,528,300

The imports last year exceeded those of the previous year by the enormous sum of £4,442,000, or more than threefold. On the other hand, the exports show a decrease of £90,700, or about 1¾ per cent. Thus the imports exceeded the exports by £1,251,100, the former being in the ratio of £140 to £100 of the latter. In the first five of the years, the imports averaged £1,141,600 per annum; in the last five, £2,400,700; being an increase of £1,342,100, or more than twofold. The exports averaged in the first of these periods £1,075,300 per annum; and in the last, £2,653,600; the increase being £1,608,500, or about two-and-a-half fold.

The annexed statement exhibits the quantity and value of foreign dry goods entered at this port for consumption, for warehouse, and also the withdrawals from warehouse, during the week ending and including Thursday, Nov. 23, 1854:—

MOVEMENTS IN FOREIGN DRY GOODS.

Entered for Warehouse.

MANUFACTURES OF WOOL.	*Pkgs.*	*Value.*	MANUFACTURES OF COTTON.	*Pkgs.*	*Value.*
Woollens	40	$16,409	Cotton	55	$18,698
Cloths	7	4,448	Velvets	11	3,647
Worsteds	22	6,104	Muslins	1	197
Cotton and do	13	4,092	Embroid' do.	16	6,724
Shawls	15	6,584	Handkerchifs	4	1,139
Blankets	3	242	Hose	261	22,323
Hose	1	511	Gloves	6	460
Gloves	3	276	Spool	15	3,954
Plush	1	347			
Brds & bdgs	4	748	Total	369	$57,142
Yarn	7	1,550			
Carpeting	22	5,517	MANUFACTURES OF FLAX.		
			Linens	183	$36,936
Total	138	$46,828	Do. & cotton	4	1,030
MANUFACTURES OF SILK.			Handkerchiefs	4	2,897
Silks	77	$81,527	Thread	9	3,527
Ribbons	42	34,583			
Laces	14	10,549	Total	200	$44,390
Velvets	3	2,632			
Plushes	1	264	MISCELLANEOUS.		
Crapes	1	326	Straw goods	413	$37,765
Shawls	1	1,724	Feath's & Fl's	7	1,593
Cravats	5	3,194	Embroideries	36	24,570
Pongees	3	736	Leather gloves	3	1,783
Silk & worst'd	7	7,032	Kid do	1	984
Silk & cotton	9	7,345	Suspenders	1	944
Sewings	2	186	Clothing	22	3,359
Brds & binding	10	5,642	Matting	100	300
Raw					
Total	175	$155,720	Total	583	71,296

Withdrawn from Warehouse.

MANUFACTURES OF WOOL.			MANUFACTURES OF SILK.		
Woollens	15	$6,994	Silks	3	$3,324
Cloths	12	5,541	Pongees	33	6,156
Worsteds	8	2,767	Do. & cotton	2	790
Cotton and do	33	6,689	Sewings	18	2,239
Blankets	19	4,495	Gloves	1	236
Hose	2	677	Raw	26	3,264
Gloves	1	480			
Carpeting	4	1,307	Total	83	$15,979
			MANUFACTURES OF FLAX.		
Total	94	$28,810	Linens	43	$8,849
MANUFACTURES OF COTTON.			Do. & cotton	7	1,493
Cottons	14	$2,454	Thread	2	323
Hose	8	2,053			
Gloves	3	313	Total	52	$10,665
Spool	8	1,702			
			MISCELLANEOUS.		
Total	33	$6,522	Straw goods	12	$6,881

Entered for Warehouse.

MANUFACTURES OF WOOL.			MANUFACTURES OF COTTON.		
Woollens	32	$9,773	Cotton	33	$5,927
Cloths	5	2,454	Laces	6	1,199
Cott'n & wrstd	2	736	Drawers	5	328
Total	41	$12,963	Total	44	$7,354
MANUFACTURES OF SILK.			MANUFACTURES OF FLAX.		
Silks	21	$19,143	Linen	61	$9,198
Ribbons	2	2,160	MISCELLANEOUS.		
Crape	5	2,603	Straw goods	84	$29,440
Brds. & bdgs.	3	3,086	Matting	9,173	30,121
Raw	25	2,315			
Total	56	$29,307	Total	9,254	$59,561

RECAPITULATION.

	Pgs.	*Value.*
Manufactures of wool	138	$46,828
Do. of cotton	369	57,142
Do. of silk	175	155,720
Do. of flax	200	14,390
Miscellaneous	583	71,296
Total	1,465	$375,376
Withdrawn from Warehouse.		
Manufactures of wool	94	$28,800
Do. of cotton	33	6,522
Do. of silk	83	15,979
Do. of flax	52	10,665
Miscellaneous	12	6,881
Total	274	$68,847
Entered for Warehousing.		
Manufactures of wool	41	$12,963
Do. of cotton	44	7,354
Do. of silk	56	29,307
Do. of flax	61	9,198
Miscellaneous	9,254	59,561
Total	9,456	$118,383

Foreign manufactures remain inactive, and are somewhat irregular in price. The demand is confined to some very fine styles of British and Continental goods, which it is not easy to procure at any reduction in value; but there is an abundance of undesirable fabrics on the market, which are freely offered, and which reputable buyers are able to purchase at, in almost every instance, their own terms. This, however, does not render the trade in such goods any way active. Few dealers will operate, except there is no mistaking the prospects of gain. Such cases are now very rare. There is, nevertheless, much ground for hope. No further failures in this line, of any importance, have occurred since our last. The imports are far less extensive, and of a generally better description than usual. Debts are being promptly cancelled, and on all sides there are evident symptoms of revival, which it is gratifying to us to contemplate. To nurture this tendency should now be the object of all interested in the business. They can only do it by well-considered and prudent movements. It is vain, it is wrong to be too hopeful. We may be encouraged by returning health; but we ought not to allow ourselves to become too enthusiastic in the face of such a prospect: for by doing so, we would be only extinguishing the few sparks of life that begin to glow within us. We trust and believe that anything resembling such a suicidal policy will be carefully eschewed, and that no engagements will be entered into that are not as absolutely certain as anything wordly can be to result advantageously.

Stock Exchange.

FRIDAY, Nov. 24, 1854.

$6000 Virginia 6's	91	300 shs N Y Cen R.	s30	76	
10000 do	90¼	100 do	b50	7[illegible]	
5000 North Car 6's	91	100 do	s30	7[illegible]	
1000 Erie Bds of '83	82	10 Clev C & Cin RR.		91¾	
1000 H R 1st Mg Bs.	100	5 Mich Cen RR		80	
11000 Pan Bs 2d issue	77	100 Hudson R RR.	s30	30	
10000 Ill Cen RR Bs.	c	64½	200 Erie Railroad		31¾
5000 do	c	64½	100 do	b3	31¾
7000 do		64½	150 do	s3	31¾
1000 do	b3	64¾	200 do	s10	31¾
4000 do	s3	64½	100 do	b30	32
5 shs Del & H Cl Co.		112	250 do		32
10 do	s3	111¾	200 do	s3	32
100 Gold Hill Mine		1¼	50 do	s30	32
100 Canton Co	c	17¾	200 do	b30	32¼
100 Cum Coal Co		25⅜	50 do		32
100 do		25¾	400 do	s3	32¼
50 do	c	25⅞	200 do	s10	32
100 Nic Tran Co	c	17¾	100 do	s3	32
265 N Y Central RR.		76	100 do	s3	31¾
50 do	d	76	100 do		31¾
150 do	s10	75¾	100 Harlem RR.	b60	29⅞
150 do	s60	75¾	100 do	c	26
100 do	s5	76	200 Reading RR.	s30	65¾
100 do	s10	76	100 do	s60	65½
200 do	s60	76½	600 do	s3	65½
100 do	s10	75⅞	200 do	b3	65½
5 do		76¼	200 do		65½

SECOND BOARD.

$3000 Hud Con bds		60	300 shs Reading RR.		65¼
2000 do	b3	60	200 do	b3	65¼
1000 N Y Cen RR bds		82¾	100 do	c	65
15500 Ill Cen RR bds.	c	64½	200 N Y Cen RR.		76⅜
100 shs Nic Tra Co.	b3	18	500 do	s10	76⅜
450 do		18	50 do	s10	76⅜
100 Cum Coal Co.	s60	25⅞	100 Erie Railroad		32¼
100 do		25¾	600 do		32
100 do	b30	25¾	200 Harlem RR.		26
100 Reading RR.	s30	65¼			

CITY TRADE REPORT.

FRIDAY, Nov. 24—6 P. M.

ASHES.—There were 40 bbls. sold at $6 75 a $6 87½ for pots, and $6 37½ for pearls, per 100 lbs.

BREADSTUFFS.—Flour was 12½ a 25c. per bbl. dearer, the day's sales including 6,000 bbls.—ordinary to choice State at $8 37½ a $8 87½; mixed to fancy Western at $8 87½ a $9 50; and other kinds in proportion; with 710 bbls. superfine Canadian, free, $9 75, and 2,100 bbls. mixed to extra Southern at $8 75 a $10 25 per bbl. Rye flour and corn meal were unaltered. Wheat was held above the views of buyers; 4,000 bushels Western red changed hands on private terms. Rye, barley, and oats remained as previously reported. Corn was about 3c. per bushel higher, with sales of 67,500 bushels, chiefly Western mixed, at 93 a 94c.; besides which it was stated that 28,000 bushels yellow, on board ship (freight 5d.) at Philadelphia, were taken at 95c.

COTTON.—The market was easy. The sales reached about 1,200 bales. Dealers were anxiously looking for the private advices per Canada.

COFFEE.—The market was dull. Sales of 50 bags Rio, at 9¾c. a 10¼c. per lb.

FREIGHTS.—To Liverpool about 75,000 bushels of corn were engaged at 4½d. in bulk, and 5d. in ship's bags.; afterwards 5d. was demanded for it in bulk. 200 tierces beef, at 2s. 6d. Cotton was at 3s. 6d. a ¼d. To London, 300 bbls. rosin were engaged at 2s. 3d., which was an advance. Rates to Havre were unchanged. Bone was at ⅜c.; cotton, ⅜c.; hops, at ⅜c., with but little doing. Shippers were waiting the receipt of steamer's letters. To California, rates varied from 35c. to 40c. per foot measurement.

FRUIT.—About 200 a 300 boxes M. R.'s were reported at $2 75.

HAY.—The sales embraced 500 bales, at about 70c.

HOPS.—New were very quiet, at 32c. a 36c. per lb.

IRON.—The market for Scotch pig was at $35 per ton.

LATHS.—Eastern continued scarce, and were held at $2 25 per 1,000.

LIME.—Rockland was sparingly dealt in, at 95c. for common, and $1 12½ for lump, per bbl.

MOLASSES.—Sales of about 220 bbls. New Orleans, new crop, were made at 28c., and 40 hhds. Cuba muscovado at 25c.

NAVAL STORES.—The market was quiet at about 53c. a 54c. for spirits; $2 for common rosin, and $4 50 a $4 75 for turpentine.

OILS.—Crude was more inquired for, at 58c. a 60c. for whale, and $1 75 for sperm, per gallon; manufactured kinds were unaltered. Olive ruled quiet at old rates. Linseed continued inactive, at 79c. for large, and 81c. a 82c. for small lots, per gallon. Lard was less sought after, at 85c. a 87½c. per gallon.

PROVISIONS.—Pork varied little; the day's sales did not exceed 600 bbls., at $12 62½ for mess, and $11 37½ for prime, per bbl. Cut meats were quiet, and somewhat nominal. 200 bbls. lard were taken at 10¼c. a 10½c. per lb. The sales of beef embraced 225 bbls., at previous quotations. Butter was more abundant, at 13c. a 18c. for fair to prime Ohio, and 19c. a 24c. for good common to prime State, per lb. Cheese was easier, at 10c. a 11c. per lb.

SPICES.—Sales of five cases nutmegs were made at $1 05.

TOBACCO continues in moderate request. Kentucky is very quiet. Of Spanish tobacco we have large arrivals. 114 bales Havana, at 26c. a 33c.; 348 bales Cienfuegos, p. n. t.; 132 cases seedleaf, 5½c. a 14c.; 59 do. Florida, 15c. a 27½c.

WHISKEY.—Sales of 400 bbls. Ohio and prison transpired, at 43c. a 44c. per gallon.

WOOL.—We have only to notice a continuance of general inactivity. Some buyers have been in market during the week, but they take hold quite sparingly. The only article moving is fleece, of which about 30,000 lbs. found buyers at 28c. to 35c. cash, for low to good medium grades. Foreign is neglected.

ADVERTISEMENTS RENEWED EVERY DAY.

BOARDING AND LODGING.

785 BROADWAY, CORNER OF TENTH STREET, opposite Grace Church, a splendid suite of parlors, fronting Broadway, with or without board, entrance 136 Tenth street. Dinner at half-past five o'clock.

192 EIGHTH AVENUE, BETWEEN NINETEETH AND Twentieth streets. $4 per week for single rooms and board; and an elegantly furnished back parlor and a front room, for a gentleman and his wife, at a moderate price.

147 HUDSON STREET, OPPOSITE ST. JOHN'S park—Furnished rooms to let, with board, to single gentlemen, or gentlemen and their wives; house newly furnished, with all the modern improvements.

1 IRVING PLACE, CORNER OF FOURTEENTH street—Suits of apartments, and single rooms, with board, may be obtained. The house is first class, location desirable. Apply as above.

A GENTLEMAN AND LADY CAN OBTAIN BOARD in a private family, with pleasant rooms, by applying at 101 Second avenue.

A HANDSOMELY FURNISHED ROOM AND BEDroom to let at 64 Clinton place, Eighth street, to a single gentleman; also, a small bedroom. The house is provided with gas and bath room. Reference required.

A PRIVATE FAMILY, RESIDING IN A DESIRABLE location, in Brooklyn, convenient to Hamilton and South ferries, will accommodate four gentlemen with furnished rooms, with or without partial board. Greenwood cars, from Fulton ferry, pass the door. Terms reasonable. Apply at 243 Court street, near Union.

APARTMENT TO LET—WELL FURNISHED, WITH grate, closet, &c., on the second story, to a respectable gentleman, in a small private family. He can breakfast with the family, or have it provided in his own room, if required. Apply at 102 Prince street, west of and near Broadway.

A SPLENDID SUITE OF FURNISHED ROOMS, WITH bedrooms and closets attached, to let together or separate, in a private house, with all the modern improvements, where the comforts of a home can be enjoyed; reference required. Apply at 98 Prince street, a few doors west of Broadway.

ARE YOU LOOKING FOR BOARD OR BOARDERS?—Persons of the highest respectability are confidently informed that there is no other way of finding such, so sure or satisfactory, as through this office. Boarders politely directed free of charge to any part of this city or country. Please give this your attention, and beware of worthless boarders and boarding places, as there are many such. Give me your confidence, and rely upon my statements. Office Clinton Hall, corner of Eighth street and Lafayette place. N. B.—Many houses for sale and to let.

A DESIRABLE SUIT OF FURNISHED ROOMS TO LET, with partial board if required, for one or two gentlemen. The house is new, and has all the modern improvements, in one of the best localities in the city convenient to the cars and stages, 71 West Fourteenth street, first house west of Sixth avenue.

A LARGE AND PLEASANT FRONT ROOM IN THE second story, with large pantry attached, may be obtained, with board, at 544 Houston street, near Broadway; also rooms for single gentlemen.

A FURNISHED ROOM TO LET.—INQUIRE AT NO. 62 Clinton place, one door east of the Fifth avenue.

A FEW DESIRABLE ROOMS, FURNISHED OR UNfurnished, to let, with partial board, for a gentleman and his wife, or gentlemen, can be had on application at 168 Spring street. House first class; family small. Location near Broadway and Thompson street. Please apply between the hours of 4 and 6 o'clock.

A BEAUTIFUL SUIT OF ROOMS ON THE FIRST floor, with every convenience, gas, bath, hot and cold water, &c., furnished or unfurnished; also, a square room and bedroom attached, on the second floor, with board, may be had at 44 University place.

A FAMILY OF THREE PERSONS, LIVING IN TWENtieth street, between Sixth and Seventh avenues, will let a front parlor and bedroom in the second story, to a gentleman and wife, all furnished, for $18 per week. Also, back parlor and bedroom for $15. Two single gentlemen taken at reasonable prices. Dinner at 6 P. M. Inquire at the Broadway Boarding Exchange, 371 Broadway. House in good neighborhood.

A LARGE AND SMALL ROOM TO LET, WITH OR without furniture, containing gas, hot and cold water, grates, closets, and bath adjoining, in the private house, beautifully located, 52 East Sixteenth street, will be let to a small family, or to two gentlemen, with board.

BOARD—WITH ELEGANTLY FURNISHED ROOMS, in a first class house in Tenth street, near Broadway, suitable for families or single gentlemen, replete with all the modern improvements. French and Spanish spoken. Dinner at six. References given and required. Apply at 151 Tenth street.

BOARD.—A SUIT OF ROOMS, ELEGANTLY FURnished, in a brown stone house. It is heated by a furnace, and has gas and baths throughout. It is situated in the most fashionable part of the city. Those wishing elegant accommodations can apply at 46 East Thirty-fifth street, near Madison avenue.

BOARD—WANTED, BY A SINGLE MAN