

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

FRIDAY, Nov. 2-6 P. M.

The absence of the steamship Baltic puts a partial stop to stock operations. At the first board to-day the market generally was a shade or so better. Indiana 5's advanced 3/4 per cent; Erie Railroad, 3/4; Adams' Railroad, 1/2; Chicago and Rock Island, 3/4; and the others...

The public begin to appreciate the great value of the lumber, wood and timber crop of northeastern New York, nearly 600,000 acres of which is owned by the Sackett's Harbor and Saratoga Railroad Co.

The receipts on the Susquehanna and Tidewater Canal, from the opening of navigation to the 28th of October, amount to \$177,754 27, against \$146,605 08 to the corresponding date last year.

The earnings of the Michigan Central Railroad Company, for the third week in October, were: Total, \$20,000 00; Freight, \$18,000 00; Passengers, \$2,000 00.

The Boot Mills, Lowell, has declared a dividend of 3 per cent, (\$30 per share), payable Nov. 12. This is the only dividend for a year, none being made in May last.

The Albany Journal gives the following review of the lumber market, for the week ending Oct. 31, 1855:— The amount of stock at the market price will pay pretty well. It is only those unfortunate who are obliged to sell that feel the present depreciation.

Sales for the past week have been quite active, and the shipments heavy. Several eastern buyers have been in market laying in their winter stock.

It would seem that there is somewhere some radical defect, some monstrous error in this great system. What if the great railroads are never to be completed?

With such knowledge and such belief, it is our fixed purpose—compatible alike with our duty and our feelings—to analyze and exhibit to the world the intrinsic merits and demerits, the interior workings, the history, present condition, and future prospects, not only of the New York Central Railroad, but of all roads in which our readers are supposed to have an interest.

We do it to warn the ignorant outsiders against the deceitful practices of those behind the scenes. We do it to protect the innocent and weak against the grasping, the unscrupulous, and the powerful; and we are not to derive any reward for our honest and unselfish services.

The Assistant Treasurer reports to-day as follows:— Paid on Treasury account, \$128,630 04; Received on " " 55,423 06; Balance on " " 1,553,730 35; Paid for Army Ordnance, 89,560 55.

The annexed statement exhibits the value of merchandise, &c., imported into and exported from this district during the month of October, 1854 and 1855.

October, 1854. 1855. Durable goods, \$7,445,071 \$12,088,021; Non-durable goods, 1,903,727 1,082,126; Specie and bullion, 88,854 84,799.

Total, \$9,437,652 \$13,254,946. Total, \$9,437,652 \$13,254,946.

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The returns for the month of October this year do not look as favorable as those for the same month last year. With a large increase in imports, we have a reduction in exports.

The Lowell Hosiery Co., has been unanimously elected President of the Sackett's Harbor and Saratoga Railroad Company. Mr. H. has been for a quarter of a century well known in commercial and monetary circles as one of the firm of Holbrook & Nelson.

Directors—David Leavitt, Lowell Hosiery Co.; H. M. Chaney, E. H. Wesley, Fisher Hosiery Co.; Charles D. Oman, John H. Briggs, Charles A. Macy, of New York; George W. Stanton, Jr., George H. Thatcher, Albany; E. M. Gilbert, H. B. Foster, Saratoga; Geo. W. Stanton, Jr., Treasurer; Charles A. Macy, Secretary; Edmund D. Norton, Consulting Engineer and Superintendent of Operations; J. R. Mills, Esq., Chief Engineer; A. V. Edwards.

good deal of uncertainty about the future, and while no apprehensions of ruin are felt, all parties are trimming their sails, apparently with the determination to be prepared for any change of probable occurrence.

Stock Exchange. Report, Nov. 2, 1855. 50 shares Erie RR. 300 4/8; 50 shares Erie RR. 300 4/8; 50 shares Erie RR. 300 4/8.

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