The Eudora Massacre.

OUR SPECIAL CORRESPONDENCE.

CITY ISLAND, LONG ISLAND SOUND, Nov. 27, 1855.

Since writing my last letter, some additional facts have come to my knowledge respecting the fate of the crew of the ill-fated schooner Eudora. This morning, Capt. Arnold, of Deep River, Conn., a part owner of the vessel, and brother-in-law of Capt. Palmer, arrived here in company with two other interested parties. As soon as practicable, they proceeded to the sunken wreck in a row boat, manned by Mr. Ralfo and others. After a tiresome search, a pillow covered with blood was hauled to the surface of the water. A bed was also fished up, but it bore no marks of gore. A light horse pistol was also brought up from the cabin, but when near the surface of the water it fell off the hook, and, sinking to the bottom of the hold, disappeared from view.

All efforts to grapple the bodies which, it is supposed, remain in the cabin, were ineffectual, although the boatmen say they touched and struck what they believed to be the forms of inanimate men. The party then left the spot and came ashore, somewhat disheartened with the day's labor.

Captain Arnold and his companions then departed for White Plains, there to enter a protest in relation to the cargo on board the Eudora. They paid a visit to the prison where the negro is confined, so as to be satisfied of his security against escape.

They then proceeded to Hurlgate in order to make some arrangements with a wreckmaster to have the schooner raised immediately. It is their intention to get the derrick to work to-morrow morning so as to remove the doubt that still hangs around the fate of Captain Palmer and the crew. It is anticipated, therefore, that before sundown to-morrow the worst will be learned regarding this horrid and mysterious case.

Since Capt. Arnold's arrival here it has been ascertained that there were but three persons (including the negro cook) on board of the Eudora when she cleared for New Haven. Captain Palmer was a quarter owner of the Eudora; the other shares were owned by Captain Arnold & Co. There is no insurance up in the vessel, and it is not positively known whether there was any on the cargo or not.

The negro, Wilson, was hired in New York by Captain Arnold, who had sailed the schooner previous to Captain Palmer's taking command. Captain Arnold has no doubt whatever of the unhappy fate of his relative. He says that the Eudora never leaked, and as there was no plug hole in her bottom it would be impossible for her to sink as she did without having been scuttled. Now, as neither the Captain nor mate have ever been seen or heard of since the vessel sunk, the fixed presumption here in the minds of all is, that they must have been cruelly murdered in their berths, and while sleeping, too. The blood on the pillows goes to establish the latter supposition.

The name of the mate is Willey. His place of residence has not yet been ascertained.

I forgot in my letter of yesterday to give a description of the prisoner, Wilson. He is a short, thick set, well built man, with arms and a chest as powerful as half a dozen ordinary men. Some idea may be formed of his herculean powers, when you are told that it took six strong and determined men to hold him after he was first taken ashore. He is a perfect specimen of strength and activity. One or two of the Islanders think that they saw Wilson working in Catherine market, New York, some time ago. The impression here is, that he is a "Five Point" negro of the very worst character. No more at present from the WRECKER.

Protection of the Shipwrecked on the Coasts of New York and New Jersey.

At a meeting held yestreday (Tuesday, Nov. 27,) at No. 13 Insurance Buildings, to take into consideration the further measures necessary to be adopted for the better protection of the life of the shipwrecked on the coasts of New York and New Jersey, on motion of Thomas Tileston, Esq., his Excellency Myron H. Clark was called to the chair, as President, and P. Perit, Esq., President of the Chamber of Commerce, and Prof. A. D. Bache, Superintendent of the U. S. Coast Survey, as Vice Presidents. Wm. H. Macy, Esq., was appointed Secretary.

E. Meriam stated to the meeting that in May, 1854, a meeting was held for the adoption of measures for the better protection of the lives of the shipwrecked. That meeting made special application to the President of the United States in the premises; and in two weeks after the Secretary of the Treasury made a special communication on the subject to Congress, which resulted in the prompt passage of the bill entitled "An act for the better preservation of life and property from vessels shipwrecked on the coasts of the United States," which authorized the Secretary of the Treasury to establish life-saving stations every five miles on the coasts of Long Island and New Jersey, and to appoint two superintendents, one for each coast, and also a keeper for each station; the superintendents to perform the duties of inspectors of the customs. Congress made an appropriation of twenty thousand dollars for the New Jersey coast, ten thousand for Long Island, and ten thousand as a general appropriation, which latter sum the Secretary of the Treasury applied to the coast of Long Island. This sum was wholly insufficient for the necessary outfits, and a further appropriation is required.

He also read a letter addressed to the Hon. Hugh Halsey, by Jason M. Tarbell, wreckmaster at East Hampton, Long Island, stating that there are two life saving stations on Montauk and one at Mepeague, which are furnished with heavy metallic life boats, that require twelve or fourteen men to move, while five or six men can handle a light wooden boat; that there are but four houses within sixteen miles of Montauk Point, and that in the event of a wreck coming on shore it would be necessary to send ten to fifteen miles for help sufficient to handle one of the large metallic life boats. He therefore recommended that light cedar boats be provided. Mr. Torbell approves of metallic life boats for steamers and ships on the ocean. He also read a letter addressed by Governor Price, of New Jersey, to the Secretary of the Treasury, stating that the men who use the life boats in case of wreck prefer wooden boats.

Mr. Tileston made a brief statement, showing the necessity of more adequate protection.

Hon. George W. Patterson, President of the Board of Harbor Commissioners, inquired what sum would be sufficient to equip all the stations on the coast, and was informed that the sum of sixty thousand dollars would be required.

Mr. Tileston moved that a committee be appointed to address the President of the United States and the Secretary of the Treasury on the subject, with full power in the premises.

The following named gentlemen were appointed a committee:—Charles H. Marshall, P. Perit, Herman J. Redfield, Royal Phelps, John D. Jones, Henry Grinnell, Wm. H. Macy, Thomas Tileston, N. H. Osgood, A. B. Neilson, Ellwood Walter.

On motion of Robert Goodie, Esq.—

Ordered, that the committee have power to add to their number.

Capt. C. H. Davis, U. S. Navy, offered the following:—

Resolved, that the Superintendent of the U. S. Coast Survey, Prof. Bache, be requested to report to this association on the sailing directions of the off-shore coast of the coasts of New York and New Jersey, and to show the peculiar adaptation of those sailing directions to preserve life and property by preventing wrecks if duly observed; and to point out particularly how, in each instance, the wrecks of the last two years might have been avoided, if the letter of those directions had been closely attended to. Adopted.

Letters were received from Gov. Price, of New Jersey, Lieut. Maury, of the National Observatory, Washington, and R. B. Forbes, Esq., of Boston, expressing regret at not being able to attend the meeting.

On motion of John G. Green, Esq., the meeting adjourned.

Important Law Case—The Affairs of James C. Forsyth.

SUPREME COURT.—*The Catskill Bank vs. Robert Forsyth and others.*—This action was tried at the Greene County Circuit, during its present term, the Hon. M. Watson presiding, and was of unusual interest and importance. James C. Forsyth, formerly of Kingston, and a few years since a candidate of the whig party for Secretary of State, after committing forgeries to a large amount, fled from the country in the summer of 1853, and on the eve of his departure made an assignment of his real and personal estate, valued at $40,000 or $40,000, to his brother, giving preference to his father, brother and other relatives. It was proved that he took away with him, in gold, $5,000, and it was claimed that he had taken away a much larger amount. The moneys he had drawn from various banks, within a short time prior to his flight, on forged paper, amounted to about $50,000, as it appeared on this trial. The suit was brought to set aside the assignment, on the ground that it was made with intent to defraud his creditors. The case was argued before the jury by Messrs. Hogeboom and Thompson for defendants, and Sanford and Tremain for plaintiff. The jury, after a short absence, found for the plaintiff, thus declaring the assignment fraudulent and void.—*Albany Argus, Nov. 27.*

MR. MCKEON'S—BRITISH RECRUITING.—In giving a brief analysis yesterday of the trial of Henry Hertz, one of the unofficial agents employed by the British government to recruit troops in the United States, we had occasion to speak incidentally of the distinguished ability manifested by Mr. Van Dyke, the attorney of the United States for the Eastern district of Pennsylvania, in that case, and, we may add, in others of public importance which have arisen in the same district. We deem it equally due to Mr. McKeon, the attorney of the United States for the Southern district of New York, to say that he also is entitled to the grateful consideration of the country for the great ability and zeal in the service of the United States which he has exhibited in the discharge of his duties regarding the numerous legal questions of primary public interest which occur from time to time within that district. If the earnest remonstrances and active legal resistance which Mr. McKeon opposed to British enlistment in New York at the very outset, had been heeded by the British agents concerned, much trouble would have been saved to both governments. But the recruiting went on, with obstinate and willful disregard of all the efforts of Mr. McKeon, as well as of Mr. Van Dyke, to stop it, until it has brought the two countries to their present pass.—*Washington Union.*

Police Intelligence.

DISTURBANCE AT A BOARDING HOUSE.

On Monday evening two Cuban politicians—one an exile, named Joseph Mochardo, and the other a royalist, named Joseph Sirgo—got into a political controversy at their boarding house, No. 4 Varick street, when the former got offended at something the royalist said and attempted to strike him, but was himself knocked down and severely cut, by a blow upon the head with a tumbler, thrown by Sirgo. A complaint was made by the wounded patriot, before one of the magistrates, against Sirgo. He was arrested and held to bail, to answer for the assault.

ROBBED BY A CYPRIAN.

Samuel Smith, of Hancock, Delaware county, New York, made a complaint yesterday, before Justice Connolly, to the effect, that on Monday night he was induced to accompany Catharine Bennett, a street walker, to her lodgings, No. 92 Church street, and while sitting upon her lap was robbed of his wallet, containing $72. The offender was arrested, and Justice Connolly locked her up in the Tombs.

Brooklyn City News.

ORGANIZATION OF THE GRAND JURY—THE LIQUOR LAW.—The Court of Oyer and Terminer, for the November term, was opened yesterday, before Judge Strong and Justices Stryker and Emmons, when the following gentlemen were empannelled as Grand Jurors:—

John M. Hicks, Foreman; Wm. W. H. Russell, Benj. P. Jones, John B. Hendrickson, Richard G. Bradford, Thos. Edwards, Richard Whipple, E. S. Powell, Wm. Wall, Daniel B. Hasbrouck, James Buckley, Platt Powell, Josiah Parks, Garwood Plass, E. K. Van Buren, Ambrose Bruin, John Burtis.

The presiding Judge (Strong) charged the Grand Jury on matters that would be submitted to their action. He called their attention particularly to a course too common, which was for Grand Jurors to indict citizens for grave offences upon slight testimony, leaving the responsibility of investigation to the petit jury. This was all wrong. A grave and heavy responsibility rested upon them, and no citizen should be placed upon trial until they had carefully investigated the subject matter of the charge, and a majority been convinced, beyond all reasonable doubt, of its truths. With regard to the Prohibitory law, the Supreme Court of this district, after the devotion of considerable time and attention to it, had come to the deliberate opinion that it was unconstitutional and void. He conceded that the evils of intemperance were of great magnitude; but such being the decision of the Court, it was the law by which they must be governed until it was reversed; and that being so, they would of course take no cognizance of any complaint preferred under the provisions of this prohibitory statute. Other subjects which the statute law compelled him to take notice of, being duly commented upon, he dismissed the Grand Jury to their labors.

DEATH AT A DANCING PARTY.—Coroner Redding was called to No. 42 Fulton street, yesterday, to view the body of Mrs. Paulina Miller, who died from over exertion consequent upon dancing. The party comprised Germans and their wives. The dancing was commenced during the early part of the evening, and continued until 12 o'clock, when Mrs. Miller, being engaged in a set, suddenly fell down and expired. She was placed upon a sofa and medical assistance called in, but without effect. She had been accompanied to the house by her husband, Max Miller, from their residence No. 370 Fulton avenue. The woman was in a delicate situation. Dr. George Cochran made a post mortem examination, assisted by Drs. Armitage, Blanchard and Peck, and the result of the investigation was that she died of hemorrhage, consequent upon rupture of the *vena cava ascendens*. The deceased was twenty-six years of age, and a native of Germany.

THE HOME FOR AGED, INDIGENT FEMALES.—The annual meeting of the Directors of the Home for Aged, Indigent Females, was held in the building of the institution, corner of Washington and DeKalb avenues, yesterday. A large number of ladies were present, but no gentlemen, with the exception of the officiating clergymen, Rev. Dr. Buddington, who presided on the occasion, and Rev. Drs. Farley and Holmes. From the annual report, which was read by Mr. Farley, it appears that the inmates at present number 39—admitted during the year, 6; died, 3; namely, Mrs. Mary Agnes, aged 74; Miss Hannah E. Wood, 87; Mrs. Grace Jones, 67. The health of the inmates has been uncommonly good. At the time of the death of Mr. Graham, the founder, there was a debt of $5,000; but since then, through the efforts of friends, this amount has been greatly reduced, and the prospect now is that the whole will be liquidated in a short time. A gentleman of this city offers to give the proceeds of one or two lots in Jersey City, at the choice of the trustees of the institution, provided they can sell either at not less than $1,000. The report shows much of prosperity and increased usefulness, and calls upon the charitable to sustain the enterprise. The Treasurer's report shows receipts for the year to be $6,442 22; expenditures, $3,320 25, leaving a balance of $3,132, which will go largely towards liquidating the mortgage.

FIRE AND INCENDIARISM.—The wheelwright shop of Mr. Smith, near the corner of Hunterfly road and Fulton avenue, was destroyed by fire on Monday night, together with materials contained therein. The origin of the fire is supposed to have been accidental. Loss $800—no insurance.

A few nights previous, the building on Underhill avenue, occupied by Mr. Boyle as an oil factory, was discovered to be on fire by some children playing in the vicinity. The neighbors soon collected together, and by means of a number of pails of water succeeded in quenching the flames. The fire was the work of an incendiary.

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

TUESDAY, Nov. 27—6 P. M.

The stock market has taken the back track pretty decidedly. There was an active disposition exhibited to sell. Erie opened at a decline, and ran down further to the close. Cumberland and Reading were run off in large lots, at lower prices. The only stock on the list that improved was Nicaragua Transit. The prospect of getting this concern out of the hands of the present managers is having a favorable effect upon the market value of the stock. There is very little doubt but that some important changes will be made. Whatever foundation there may be for the rumors relative to an amalgamation of the Nicaragua and the Pacific companies, we know that the leeches which have for so many years had their hold upon the former will be choked off, and the enormous sums which have annually gone into the pockets of presidents, agents, &c., will hereafter go into the pockets of the stockholders. In the event of the companies being amalgamated, or placed under one management, one set of officers, one set of agents, and of offices, will suffice for the management of all, and the Transit Company will be released from the rest of officials which are now turning every dollar into their own pockets. If the Transit Company could be fairly and honestly managed the stock would be worth to-day double at least what it is selling for. If some change is not made it is dear at the market price. In relation to this company we call attention to a communication, following this article, which is rather pointed. If there is any virtue in publicity, we intend to give the affairs of this company and its management its full benefit. They have been suppressed too long, and we intend to try the effect of a little daylight upon them. It is our impression that before the end is reached the position of some men in this community will be much changed, and we fear not for the better.

Quotations current to-day show a decline in Canton Company of ¾ per cent; Cumberland, 1; Erie Railroad, 1¼; Harlem, ¾; Reading, 2; Michigan Central, 2; Michigan Southern, ¾; Panama, ¾; Galena and Chicago, 1¼; Cleveland and Toledo, ¾; Chicago and Rock Island, ¾. Nicaragua Transit advanced ¾ per cent; California 7's, ¾. The decline in Western railroad stocks to-day is strange after such a rise yesterday.

At the second board the market was weak for Reading. There were large sales at a decline of ¾ per cent on this morning's prices. Erie closed dull at 50¾, at which plenty of stock was offered. Cleveland and Toledo fell off ½ per cent. At the close the tendency was downward. New York Central Railroad was offered at 91¾ a 92 per cent.

A. H. Nicolay will hold a special sale of stocks and bonds to-morrow, (Wednesday,) at 12½ o'clock, at the Merchants' Exchange. On the list will be found about 600 shares of valuable insurance stocks. There will be no sale on Thursday, in consequence of that day having been set apart by the Governor as a general day of thanksgiving.

The Assistant Treasurer reports to-day as follows:—

Paid on Treasury account	$44,919 66
Received "	178,080 03
Balance "	6,444,277 00
Paid for Assay office	486 00
Paid on disbursing checks	35,658 80

The receipts to-day include $100,000 for transfer drafts on Boston.

The warrants entered at the Treasury Department, Washington, on the 24th inst., were as follows:—

For the redemption of stocks	$592 07
For the Treasury Department	25,144 83
For the Interior Department	8,303 99
For the Customs	100,628 09
War warrants received and entered	32,923 96
War repay warrants received and entered	55 64
On account of the Navy	241,740 00
Repayments on account of the Navy	2,814 51
Covered in from Customs	2,953 00
Covered in from lands	30,782 57
Covered in from miscellaneous sources	697 22

We are personally acquainted with most of the directors of the company alluded to this morning as having been indicted, and we are perfectly satisfied, from our knowledge of the formation and organization of the concern, that any testimony given to the discredit of any individual in its management can be entirely refuted; and as soon as an opportunity presents itself, all the facts, &c., will be shown to the full satisfaction of all parties interested.

The interest coupons of the New Granada Canal and Steam Navigation Company bonds due on the 1st of December will be paid on that day, at the office of the company, No. 4 Wall street.

It perfectly astonishes our neighbor, the Albany echo, that "Eastern holders" of the shares of the various Chicago railroads should, with such pertinacity and "easy confidence," hold on, while the companies are keeping their accounts with George Smith & Co., bankers, or receiving and paying out their money. The Illinois Central, Chicago and Rock Island, Michigan Central, Burlington and Quincy, and Galena and Chicago, all receive and pay out George Smith's money, and three or four of them keep an account at his bank. George Smith's currency depends upon George Smith's personal responsibility. If George Smith should fail, and these companies should each lose the total amount in the hands of the collectors on that day (at least $1,000 each), and the stock of good money piled up in his bank on deposit (an average of about $15,000 for each), what would become of the roads? What would become of the "Eastern holders?" But, further, if this monster should not only smash up, but on some dark, rainy night, should sweep over the State of Illinois, gathering together and stuffing into his huge Highland pouch all its famous railroads, track and equipment, real estate and personal, rolling stock and stationary stock, and absquatulate with the same to Scotland, then there would be such a tumble in the securities of those roads as "Eastern holders," in their "easy confidence," have never dreamed of. The far-seeing Journal above alluded to will then revert to the warning which it is now giving with no small degree of pride—and not till then.

Our amiable Albany offspring, notwithstanding all of the above companies are acting precisely alike in regard to George Smith currency, singles out, on the plea that "no injustice may be done to other Western railroads," the Galena and Chicago as the great offender. That is not the motive at all. A little close examination will discover that the aim was precisely the same as what it states, and the real motives simply this—to be revenged upon us for our exposure of the rascalities of the Albany New York Central Railroad clique. The jackal of the Albany lions was unable to deny the charges we brought against its masters, and in desperate spite undertook to bite the stern rod of justice held over it. Some more potent arms of defence and offence must be devised. To refute our arguments or disprove our statements, were that possible, would indeed be a revenge. We cannot, however, be moved by slanders upon a company that we have seen fit to hold up to the public merely as an example of a road managed upon correct business principles. Nor need our contemporary, or its Albany prompters, flatter themselves that by such a *ruse* we are to be diverted, or that public attention is to be diverted, from the doings of this Albany edition of the Camden and Amboy political machine. We have as yet but raised a corner of the cloak that skins and films the ulcerous sore. We know it to be firmly engrafted upon the body politic—deeply seated at its very heart's core—mining and corrupting all that is fair in legislation, decent in morals or honest in finance. It is a mighty monied power, in the hands of an unscrupulous clique, aided by a corrupted press, used for the purpose of controlling the politics of the State, and of swindling the people individually and collectively out of their money. Notwithstanding its accumulation of sins, grown palpable and rank through years of indulgence, it is at this very day in the full tide of power and successful plunder. It is, nevertheless, our fixed and unalterable purpose to do battle upon the monster until he restrains himself within its legitimate limits. We fear not its hundred eyes, its hydra head or its suckling cub "nearer home." One and all we are ready to meet. In plain terms, we intend to proceed with our exposure of the New York Central Railroad management, present and past, until the entire subject and the individuals engaged in it are fully and perfectly appreciated by the public abroad as well as "nearer home."

The Boston *Journal* of the 26th inst. says:—

As to the country banks whose bills have been refused by the Suffolk it was announced at the time of refusal that the measures were compelled by the inability of the Grocers', which had previously acted as agent for them, to make the temporary advances required to protect an accidental over draft for redemption. It is well known that most of the country banks in New England arrange with the various city banks to redeem their circulation as fast as sent in from the Suffolk, keeping open accounts, which at some periods of the year show handsome balances to their credit, while at others the accounts are temporarily overdrawn by a more rapid return of circulation. It happened that the Grocers' was not in a condition to give this temporary credit to the banks with whom they had kept such accounts, and thus bills were discredited which, for all this proves to the contrary, may be as sound as any in New England. Had other banks in State street adopted the same rigorous policy towards the country banks of which they are agents, we fear that the number of banks refused by the Suffolk would have been fearfully increased just at this time. This brief explanation will suffice to show the machinery of bank redemption in State street, and the insufficient grounds of alarm in the accidental and doubtless temporary discredit of the banks alluded to. Taken through the year these accounts are doubtless profitable to our banks, and probably show a handsome average balance on the credit side, and it does not follow that the country banks are any less able to protect their issues, because the Grocers' has been unable to extend a credit to which they were doubtless fairly entitled. Already two of the banks mentioned have remitted funds sufficient to take care of their bills, which are again received at the Suffolk, and the others will no doubt respond as promptly.

The directors of the Florida, Atlantic and Gulf Central Railroad Company are now ready to receive proposals for grading, cross-ties and other work necessary to prepare the road for superstructure, or for building the road entire, from Jacksonville to Alligator, including iron rails and equipments complete.

The cost of the Pensacola and Georgia Railroad, according to the estimate of the engineer, is $1,289,184. There are within six miles of the line 144,027 acres of swamp, and 5,040 of internal improvement land.

There has been bad management or something worse in the Indiana Bank Department, as there are notes of the following banks still outstanding, while all the securities in the Department have been sold, and the proceeds used up in redemptions, viz: Bank of America, Morocco; Drovers' Bank, Rome; Government Stock Bank, Lafayette; Merchants' Bank, Lafayette; Merchants' Bank, Springfield; Perry County Bank, Cannelton; Public Stock Bank, Newport; State Stock Bank, Logansport; State Stock Security Bank, Newport; Wabash River Bank, Jasper; New York Stock Bank, Vincennes.

Stock Exchange.

TUESDAY, Nov. 27, 1855.

$1000 Ind State 5's	81¼	100	shs Erie RR	b3	51¼
5000 do	b3 81¼	50	do	b30	51¼
5000 Virginia 6's	96¾	250	do	s10	51¼
1000 do	96¾	52	do		51¼
1000 do	96¾	100	do	s3	51¼
13000 Louis'a 6's	b60 93¾	200	do	b3	51¼
1000 Cal 7's of '70	88½	200	do	b10	51¼
2000 Erie b'ds of '83	89	200	do	s10	51
1000 Ha R 1st m'ts	b6 100	300	do		51
1000 Ha R 2d m'ts	68	100	do	b3	51
5000 Mich So 1st m't	90	50	do	b30	51¼
8000 Ill Cen RR bd's	78¼	200	do	b30	51
7000 do	78¾	100	do	b60	51
5000 do	s15 78¼	450	do		50¾
1000 N Y Cen 7's	102½	300	do	b3	50¾
1000 ChiRI RRs	s3 93	100	do	s30	50¾
20 shs D & H C Co	s60 125	23	New Jersey RR		124
5 Metr'n Bank	109¾	50	Harlem RR	s3	17¾
10 Chic L & Trust Co	98	200	do	b3	17¾
50 Canton Co	b5 29½	1750	Reading RR		80
50 do	29½	200	do	b10	80
325 do	29	100	do	s30	80
50 do	29¼	200	do	s15	80
50 do	29½	250	do	b4	80
100 do	b60 29½	100	do	b60	80¼
25 Penn Coal Co	109¾	5	Hudson River RR		33
100 Nic Transit Co	16¾	200	do		33
50 do	16¾	50	Mich Cen RR	b60	98¼
225 do	16¾	37	do	b5	97¾
100 do	16¾	20	do		97¾
800 do	s3 16¾	30	do		97¼
50 do	b10 16¾	100	M S & N In RR	b30	95
500 do	b10 17	50	do		95¼
50 do	16¾	50	do		95¾
100 do	b3 16¾	107	do	b3	95¾
100 do	b30 17¼	200	do	b60	95¾
100 Cum Coal Co	s3 23½	25	Panama RR		104
650 do	23¼	50	do	b60	104¼
450 do	23¾	15	Clev, Col & Cin RR		104
300 do	s60 23¼	12	Galena & Chi RR		120¼
100 do	b60 23¾	40	do		120
250 do	23¾	15	do		119¾
500 do	b3 23¾	300	Clev & Toledo RR	c	75¾
100 do	23¾	50	Chic & R I RR	b10	91¾
400 do	b3 23¾	50	do	s3	91¾
200 do	c 23¾	50	Ward Coal Co	b20	20¼
150 Erie Railroad	51	100	do		19
50 do	b3 51				

SECOND BOARD.

$6000 Virginia 6's	96	100	shs Read RR	s60	88¾
8000 Ill Cen RR bds	78¾	100	do	s30	88¾
5000 do	s15 78¾	100	Mich So & N In RR		95¾
75 shs Nic Trans Co	16¾	100	Clev & Tol RR	s3	75
100 do	s10 16¾	100	Erie RR	b30	51¾
100 Canton Co	b60 29¾	200	do		51¾
50 do	b30 29¾	200	do	b30	51¾
100 Cumb Coal Co	s3 23¾	100	do	b10	51¾
10 Ill Cen RR	95	400	do	s3	51¾
100 Reading RR	b15 89¾	200	do	b3	51¾
200 do	b30 89¾	100	do	b10	51¾
300 do	s30 89¾	250	do	s3	51
250 do	s3 89¾	100	do	b3	51
100 do	b3 89¾	100	do	b3	50¾
200 do	b10 89¾	200	do	s3	50¾
100 do	89	100	do		50¾
500 do	b60 89¾	100	Harlem RR	s3	17¼
200 do	88¾				

MINING BOARD.

100 shs Cum Coal	s10 23¾	100	shs Penn & Le Cl		1¾
100 do	b3 23¾	150	Conrad Hill Gold		12
100 do	s10 23¾	200	Gold Hill	b30	1¾
100 New Cr'k Cl	rw 1¾	500	Gardiner Gold	b10	80
150 Ward Coal	b30 20¾	500	do	b45	85
50 do	b15 20	500	Hile's'e (cop)	s10	2¾

Nicaragua Transit Company.

TO THE EDITOR OF THE HERALD.

I noticed Mr. Charles Morgan's letter in your paper. His strictures upon anonymous writers have no point. He can learn my name at your office. I have no vanity to see it in the public prints, especially in connection with the Nicaragua Company. I make no boast of character; but there are men who stand well in this community who know me, and can inform Mr. Morgan whether I should be likely to stand by what I may write or speak.

I can inform Mr. Morgan that my "face" was among many other anxious faces at the late meeting of the Transit Company. I remember, when the matter of pay for the Sierra Nevada was mooted, Mr. Cornelius Vanderbilt said he had performed similar service for the Transit Company for 40 per cent, and that Mr. Morgan apologized for the extra 20 per cent, under a plea of a higher price for coal. I have heard no stockholder express satisfaction with this explanation. Mr. Cornelius Vanderbilt has never, to my knowledge, been suspected of any undue modesty in pressing his private interests. An honorable, modest man might well be content to follow his interests in the wake of Mr. Vanderbilt's sagacity; but when he exacts 60 per cent more from a company whose agent he is, and with whom his influence is paramount, he ought not to be surprised if a stockholder thinks he is pushing his interest, even to the point of cupidity.

When Mr. Morgan boasts that "the company have the liberty at any time to discontinue the arrangement by the terms of the contract," he does not pay marked respect to what the President calls "careful, ceaseless and untiring devotion to the interests of a great concern."

In the meeting referred to, the fact of the company's boats on the Pacific being idle, for the need of trifling repairs, was talked about. In such a state of affairs the offer to withdraw the Sierra Nevada was simply absurd. Would not such a step break up the line, and the pickings of it, too?

Now, how has it happened, under Mr. Morgan's agency, that the company's boats are lying idle, while he may, without let to his interests, taunt the stockholders with the threat of withdrawing the Sierra Nevada, unless they continue to pay him 50 per cent more than Mr. Vanderbilt had for like services?

In political life men sometimes step from the high position of Governor or Judge, and seek in the arena of party strifes such places as clerks of courts, or collectors of taxes or imposts.

Mr. Morgan has, in bad judgment for his fame, abandoned what might be, under a faithful and capable administration, a post of distinguished honor—the Presidency of the Accessory Transit Company of Nicaragua. He has sought and gained an agency in the same company, and some stockholders are so uncharitable as to believe that he drives better bargains with them in this agency than he could well do in the Presidency.

It is not doubted that vouchers for all the items of expenditure are properly filed away in the company's office, tied up in fancy tape, or some other fit material. What the stockholders would like to see is a statement would be separate items of salaries and commissions, and not have them, as they appear in the late statement, buried up in an aggregate of expenses of $538,000, with which they have no just relation.

Mahomed's successor in empire, Abu Beker, upon his accession, ordered an inventory of his effects to be taken and a strict watch to be kept over him, that his interests were not enhanced.

Nobody expects such disinterested conduct in our day, though such honorable incidents are refreshing, no matter when or where they have transpired.

Gentlemen who have accumulated princely wealth in trusts that yield no return to the stockholders, cannot expect to inspire public regard akin to that felt for this eastern prince.

Men whose management does not beget confidence would do well to make frequent statements. Why not show a statement by which the stockholders may know each trip of the boats, how much money is earned, and how much disbursed? Short set lements make long friends. Frequent statements will do much to clear away the mists that envelope the interests of the Nicaragua stockholders. H. M.

NEW YORK, Nov. 27, 1855.

Cotton Trade.

The circular of T. J. Stewart & Co., of this date, says:—

Since our respects of 14th inst., we have received Liverpool advices, per Pacific and Canada, to 8th and 10th respectively, the last per telegraph on Thursday afternoon, 22d inst. The advance brought by each steamer was larger than looked for; in fact, shrewd operators had been making their arrangements for a decline by the first named packet. The result has been almost corresponding advances on first cost of cotton in all the receiving and shipping markets, which has been aided by increased facilities for shipping to Europe, freight in New Orleans, notwithstanding large receipts by rivers, having fallen to ⅝d. per lb. The stock in our market having become reduced, the advance was more immediate than in others, and since the Canada's advices a change of opinion has prevailed, and our present prices are considered reasonable, in view of the light stocks universally held by spinners, not only in this country but in Europe, the stock in France being represented as less in proportion to their requirements than that in Liverpool. The sales here during the first week of our review were 8,000 bales; and during the second, which is up to last evening, have amounted to 10,000 bales. The latter mail was at our Post office on Saturday evening, but virtually was not delivered until Monday morning. Holders' views have gained streng h since, and we regard the market as closing firm at our quotations at top, which have been raised from ⅛c. to ⅛c. in the fortnight.

The very abundant rains which prevailed between 6th and 9th instant, in Alabama and part of Mississippi, have not been sufficient to keep the rivers navigable for large class of boats, but the swamps are said to be filled, and very partial rains from this period will render them again navigable. The Tombigbee river, as high up as Columbus, near the head of navigation, had risen ten feet from low water mark, and a large number of flat boats had drifted down from that section, from which quarter we have reliable advices from collecting attorneys, to the most prominent jobbing houses in our city, that they are only now commencing to send to market the cotton crop of the two years preceding the present. On the same unbiassed authority we state our conviction that there is, on that river section now, upwards of 60,000 bales of old cotton. Red river, Ouachita, Arkansas, and Yazoo, all contain yet considerable portions of old cotton, certainly over 250,000 bales.

LIVERPOOL CLASSIFICATION.

	Uplands.	Florida.	Mobile.	Orleans.
Ordinary to good	8¼a 8½	8¼a 8½	8¼a 8½	8¼a 8½
Low middling	9 a 9⅛	9 a 9⅛	9 a 9⅛	9 a 9⅛
Middling, average lat	—9⅛ —	—9⅛ —	—9⅛ —	—9⅛ —
Middling, even lot	—9⅝ —	—9⅝ —	—9⅝ —	—9⅝ —
Good middling	10 a 10⅛	10 a 10⅛	10 a 10⅛	10 a 10⅛
Middling fair	10¼a 10½	10¼a 10½	10¼a 10½	10¼a 10½
Fair to good fair	10¾a 11	10¾a 11	11 a 11¼	11¼a 11¾

CITY TRADE REPORT.

TUESDAY, Nov. 27—5 P. M.

ASHES.—The market was firm. Small sales of pots were made at 7c., while pearls were at about 7¾c. a 8c.

BREADSTUFFS.—Flour.—The market opened tolerably stiff early in the forenoon, under the rumor that the canal had closed, which at a later period was contradicted by telegraph. Prices gave way and closed dull at the inside figures of the previous day, including some sales of superfine State, No. 1, at 6¼c. a 12½c. decline, while good common to extra brands closed dull at about the prices of the preceding day. The transactions embraced about 12,000 bbls., including ordinary common State, at $9 25 a $9 31¼; good common at $9 37½, and extra do. at $9 50. Mixed and fancy Michigan was dull, and sales were made at $9 18¾ a $9 25, and common to fancy and extra Illinois, Indiana, Wisconsin and Ohio, at $9 25 a $9 75. Among the purchases were several lots to fill contracts, and several thousand for export. Extra Genesee ranged from $9 87½ a $11 25. Canadian was dull, with sales of about 1,000 bbls. at $9 37½ a $10 62½ for common and extra. Southern was heavy, and sales were made at about 12½ cents decline, with sales of about 1,600 bbls., at prices ranging from about $9 62 a $9 87 for mixed to choice brands, and $9 94 a $11 for fancy and extra; Gallegos and Hexall Richmond brands were held at $12 75 and Rialto Petersburg City Mills at $11. Wheat—Wheat was firm, but prices were unchanged. The sales embraced about 25,000 bushels, included in which were about 10,000 prime Western red, at $1 15 a $1 16, 5,000 bushels inferior Canadian white at $2 25, 2,500 do. Missouri white (prime) at $2 30; Tennessee red was at $2 15 a $2 20, Southern at about $2 25, and inferior red Missouri at $2 07. Corn was more active, and sales of 50,000 a 60,000 bushels of Western mixed were made at about $1 03 a $1 04 from store, and $1 05 a $1 06 delivered. Rye was firm. About 8,000 a 10,000 bushels were sold at $1 51 a $1 52, with some lots at $1 55. Oats were selling at about 52c. a 58c. for State and Western. Barley was unchanged.

The export clearances from this port for the fortnight ending on the 23d inst. were as follows:—

Liverpool—		Hamburg—	
Flour, bbls.	15,573	Rye, bushels	210
Wheat, bushels	290,809	Ile de Aix, France—	
Corn, do.	40,206	Flour, bbls.	200
London—		Wheat, bushels	9,750
Flour, bbls.	5,834	Constantinople—	
Wheat, bushels	19,057	Flour, bbls.	8,783
Oats, do.	9,754	California—	
Falmouth—		Flour, bbls.	1,014
Wheat, bushels	7,584	Chili—	
Glasgow—		Flour, bbls.	1,200
Flour, bbls.	3,020	New Granada—	
Wheat, bushels	48,458	Flour, bbls.	755
Corn, do.	3,463	Havti—	
Havre—		Flour, bbls.	213
Flour, bbls.	51,327	Africa—	
Wheat, bushels	161,667	Flour, bbls.	133
Marseil