HORSE-SHOEING.

At a meeting of Highland Society, at Dumfries, Scotland, Mons. Charlier, by invitation explained the new method of horse-shoeing, invented by his father, a veterinary surgeon at Paris, which has been used with great success in France for five years on horses employed in different services, and has received the sanction of the Imperial Agricultural Society. He said, substantially, a good system of shoeing has been long sought for; many would even no longer shoe the horse, to avoid the numberless defects of the usual mode. But the shoe is to this day the only way of preventing the wear of the foot; we must, therefore, try to reduce the size of the shoe as much as possible in reforming it. Our shoeing answers this universal want, being more natural or rather less artificial than any other, being more simple and rational. Seen in its ensemble, it is quite different from all other shoes known hitherto, on account of—1st. The whole strength is left to the bare foot; also its whole form and whole function by never paring the foot, never touching the frog, nor the sole, nor the bars. 2d. The new method of preparing the foot with new instruments to receive the shoe. 3d. The new fittings of the shoe round the hoof, this alone allowing the pressure of the frog on the ground. 4th. No beveling. 5th. Its elasticity. 6th. Its narrowness, resting only on the width of the crust. 7th. Its lightness, being about one-third the weight of the ordinary shoe. 8th. The new manner of forging the shoe—stamping and nailing it. A square, or nearly square, little bar of iron is turned cold, in a very short time, or hot; one man alone can stamp it with two rounded punches. The shape and direction of the nail-holes are particular, necessitated by the unusual thickness and narrowness of the shoe. The exterior of the hole is a rounded oval; the hole is funnel-shaped; the upper orifice is square. The nail has exactly the same shape—a head of lengthened cone shape, a neck strong and solid, and a square blade. The nail thus stops up the hole hermetically. With these conditions, the new shoe, of good quality of iron, is very solid on the foot—an important advantage, especially for hunters. Six, seven, or eight holes have different directions, according to the inclination of the hoof; they are nearly straight toward the toe. A shoe with well-stamped holes can be nailed without danger of injuring living parts, the hole being a guide to the nail. 9th. No caulkins, nor hooks, nor toe-pieces. There is no need of caulkins; the frog is a natural caulkin on the slippery ground, sustaining the tensions instead of straining them. In case of frost, only two movable nail-caulkings are fixed toward the heels of the shoe; the toe forms a kind of hook by its narrowness and the inner angle of the shoe. These nail-caulkins can be fixed on by any one, not being in the horn, and, owing to the thickness of the shoe, are solid. They are taken off as soon as they become useless, being even hurtful on hard and level ground. In fine, the new shoe is not difficult to use, and no more liable to accidents than the ordinary shoe; it takes less time to forge it—a single man making 80 to 100 shoes per day; no longer time to fit it to the foot, it can be fitted cold as well as warm, and is suitable to all shapes of feet; it lasts a sufficient length of time, and is no more expensive than the common shoe. It is an orthopedic and pathological shoe, sufficient, frequently alone, to cure corns, contracted feet, and other diseases, being susceptible of modification according to the worst feet; and when the instruction of farriers is extended, it will be known and applied easily everywhere.

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7:40 a. m.—For Easton.

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10:30 a. m.—Way Train for Somerville.

12 m.—For Flemington, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2 p. m.—For Easton, Allentown, and Mauch Chunk.

3:30 p. m.—For Easton, Allentown, Mauch Chunk, and Belvidere.

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7 p. m.—For Somerville.

8 p. m.—(Emigrant)—For Easton.

9:45 p. m.—For Plainfield.

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For Elizabeth at 6:00, 6:30, 7:15, 7:40, 8:30, 9:00, 9:30, 10:30, 11:45 a. m.—12 m., 1:00, 2:00, 3:15, 3:30, 4:00, 4:30, 4:45, 5:15, 5:30, 5:45, 6:00, 6:30, 7:00, 7:40, 8:00, 8:20, 9:00, 9:45, 10:45, 12:00 p. m.

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11:40 a. m. LEHIGH VALLEY EXPRESS stops at Newark, Morristown, Dover, Hackettstown, Washington, Phillipsburg, and Easton; connects at Phillipsburg with Bel., Del. R. R. for Belvidere, &c., and at Easton with L. V. R. R. for Bethlehem, Allentown, Mauch Chunk, and Wilkesbarre.

4:10 p. m. SCRANTON EXPRESS connects at Dover with Chester R. R., at Waterloo with Sussex R. R., and at Washington with D., L., and W. R. R. for Water Gap, Stroudsburg, and Scranton.

3:20 p. m. HACKETTSTOWN MAIL, connects with Boonton, Chester and Sussex Railroads.

For MORRISTOWN, at 8, 11:20, 11:40 a. m., 2:30, 3:20, 4:10, 5:20, and 6:40 p. m.

For SUMMIT and intermediate stations at 6:30, 7:30, and 10:10 a. m., 2:30, 4:20, and 6:00 p. m.

For ORANGE and SOUTH ORANGE, 6:30, 7:30, 9:10, 10:10, and 11:20 a. m., 1:10, 2:30, 3:40, 4:20, 4:50, 5:30, 6:00, 6:40, 9:00, and 11:45 p. m.

For NEWARK, at 6:30, 7:30, 8:00, 8:40, 9:10, *10:10, 10:30, 11:00, 11:20, and 11:40 a. m., *1:00, 2:00, *2:30, 3:20, 3:40, 3:50, 4:10, 4:20*, 4:50, 5:10, 5:20, 5:30, 6:00, *6:20, 6:40, *8:00, 9:00, and 11:45 p. m. Trains marked * stop at East Newark.

Leave New-York for BLOOMFIELD and MONTCLAIR, at 8:40 and 11:00 a. m., and 2:00, 3:50, 5:10 and 6:20 p. m.

ERIE RAILWAY.—TRAINS Leave Depot foot of Chambers-st. and foot of 23d-st., as follows:

Through Express Trains leave Chambers-st. at 8 a. m., 10 a. m., 5:30 p. m., and 7 p. m., daily. Leave 23d-st. at 7:45 a. m., 9:45 a. m., and 5:15 and 6:45 p. m. daily. New and improved Drawing-Room Coaches will accompany the 10 a. m. train through to Buffalo, connecting at Hornellsville with magnificent Sleeping Coaches running through to Cleveland and Galion. Sleeping Coaches will accompany the 8 a. m. train from Susquehanna to Buffalo; the 5:30 p. m. train from New-York to Buffalo, and the 7 p. m. train from New-York to Rochester, Buffalo, and Cincinnati. An Emigrant Train leaves daily at 7:15 p. m.

For Port Jervis and Way, *11:30 a. m., and 4:30 p. m. (23d-st., *11:15 a. m. and 4:15 p. m.)

For Middletown and Way, at 3:30 p. m. (23d-st., 3:15 p. m.); and, Sundays only, 8:30 a. m. (23d-st., 8:15 a. m.)

For Greycourt and Way, at *9:30 a. m. (23d-st., *9:15 a. m.)

For Newburgh and Way, at 8 a. m., 3:30 and 4:30 p. m. (23d-st., 7:45 a. m., 3:15 and 4:15 p. m.)

For Suffern and Way, 5 and 6 p. m. (23d-st., 4:45 and 5:45 p. m.) Theater Train, *11:30 p. m. (23d-st., *11:45 p. m.)

For Paterson and Way, from 23d-st. Depot, at 6:45, 10:15, and 11:45 a. m.; *1:45, 3:45, 5:15, and 6:45 p. m. From Chambers-st. Depot, at 6:45, 10:15 a. m.; 12 m.; *1:45, 4, 5:15, and 6:45 p. m.

For Hackensack and Hillsdale, from 23d-st. Depot, at 8:15 and 11:45 a. m.; ‡2:15, 3:45, ‡5:15, 5:45, and ‡6:45 p. m. From Chambers-st. Depot, 9:00 a. m., 12 m.; ‡2:15, 4:30, ‡5:15, 6:00, and ‡6:45 p. m.

For Piermont, Nyack, Monsey, and Way, from 23d-st. Depot, at 9:15 a. m.; ‡12:45, ‡3:15, 4:15, 4:45, and ‡6:15 p. m., and Saturdays only, ‡11:45 p. m. From Chambers-st. Depot, at 9:30 a. m.; 11:00, ‡3:30, 4:15, 4:30, 5:00, and ‡6:30 p. m.; Saturdays only, ‡12:00 m't.

Tickets for Passage and for Apartments in Drawing-Room and Sleeping Coaches can be obtained, and orders for the checking and transfer of Baggage may be left at the Company's offices, 241, 529, and 957 Broadway; 205 Chambers-st.; 38 Greenwich-st.; cor. 125th-st. and Third-ave., Harlem; 338 Fulton-st., Brooklyn; Depots foot of Chambers-st., and foot of 23d-st., New-York; No. 3 Exchange-place, and Long Dock Depot, Jersey City, and of the Agents at the principal hotels.

L. D. RUCKER, Gen'l Sup't. July 3, 1870. WM. R. BARR, Gen'l Pass'r A't.

*Daily. ‡For Hackensack only. †For Piermont and Nyack only.

LONG ISLAND RAILROAD. WINTER ARRANGEMENT.

On and after MONDAY, OCT. 24, 1870, Trains will leave James Slip as follows:

8:30 a. m. Greenport and Sag Harbor.

10:30 a. m. Northport Way Train.

3:00 p. m. Sag Harbor and Riverhead Express runs through to Greenport on Saturday nights.

4:00 p. m. Northport Express.

5:00 p. m. Hempstead Way Train runs to Islip on Saturday nights.

6:00 p. m. Northport Way Train.

All trains connect at branch for Hempstead. Sunday trains for Roslyn, Glen Cove, Locust Valley, Hicksville, Huntington, and Northport, leave Hunter's Point at 9:30 a. m. and 6 p. m. J. D. BARTON, Sup't.

NEW YORK AND NEW-HAVEN RAILROAD. SUMMER ARRANGEMENT. COMMENCING JUNE 20, 1870.

Passenger Station in New-York, corner of Twenty-seventh-st. and Fourth-ave. Entrance on Twenty-seventh-st.

TRAINS LEAVE NEW-YORK.

For New-Haven and Bridgeport, 7, 8 (Ex.), 11:30 a. m.; 12:15 (Ex.), 3 (Ex.), 3:45, 4:30, 5:30 and 8 (Ex.) p. m.

For Milford, Stratford, Fairfield, Southport and Westport, 7, 11:30 a. m.; 3:45, 4:30, 5:30 p. m.

For Norwalk, 7, 8 (Ex.), 9, 11:30 a. m.; 12:15 (Ex.), 3 (Ex.), 3:45, 4:30 (Ex.), 5:30, 6:30 and 8 (Ex.) p. m.

For Darien, 7, 9, 11:30 a. m.; 3:45, 4:30, 5:30 and 6:30 p. m.

For Stamford, 7, 8 (Ex.), 9, 11:30 a. m.; 12:15 (Ex.), 2:15, 3 (Ex.) 3:45, 4:30 (Ex.), 4:45, 5:30, 6:30, 7:15, 8 (Ex.) p. m.

For Greenwich and intermediate stations, 7, 9, 11:30 a. m.; 2:15, 3:45, 4:45, 5:30, 6:30, 7:15 p. m.

Sunday Mail Train leaves Twenty-seventh-st., New-York, at 7 p. m. for Boston, via both Springfield Line and Shore Line.

CONNECTING TRAINS.

For Boston, via Springfield, 8 a. m., 3 and 8 p. m.

For Boston, via Shore Line, 12:15, 8 p. m.

For Hartford and Springfield, 8 a. m., 12:15, 2, 4:30 p. m. to Hartford, 8 p. m.

For Newport, R. I., 12:15 p. m. (Ex.), connecting with steamer across Narragansett Bay, arriving at 8:30 p. m.

For Connecticut River Railroad, 8 a. m., 12:15 p. m. to Montreal, 3 p. m. to Northampton.

For Hartford, Providence, and Fishkill Railroad, 8 a. m.; 12:15 p. m.

For Shore Line Railway, at 8 a. m. to Norwich and Providence; 12:15, 3:00; to New-London, 8 p. m.

For New-Haven and Northampton Railroad, 8 a. m.; 3:00 p. m. to Northampton and Williamsburgh.

For Housatonic Railroad, 8 a. m. and 3 p. m.

For Naugatuck Railroad, 8 a. m., 3 p. m., and 4:30 p. m. to Waterbury.

For Danbury and Norwalk Railroad, 7 a. m., 12:15 and 4:30 p. m.

For New-Canaan Railroad, 7 a. m.; 12:15, 4:30, and 5:30 p. m.

Commodious Sleeping Cars attached to 8 p. m. train; and also to Sunday Mail Train on either Line. Drawing Room Car attached to the 8 a. m. and 3 p. m. trains. JAMES H. HOYT, Superintendent.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Trains leave Thirtieth-st. as follows:

8 a. m., Chicago Express, Drawing-room cars attached.

10 a. m., Special Drawing-room Car Express for Chicago. No accommodation for Way passengers except in Drawing-room cars.

11 a. m., Northern and Western Express, Drawing-room cars attached.

4 p. m., Montreal Express, Drawing-room cars attached.

6 p. m., First Pacific Express, with Sleeping-cars through to Watertown, Syracuse and Canandaigua. (Daily.)

8 p. m., Second Pacific Express, with Sleeping-cars attached, for Rochester and Buffalo; also for Chicago, via both L. S. and M. C. Railroads; for St. Louis, via Toledo; and Louisville, via Indianapolis. (This train will leave at 6 p. m. on Sundays.)

11 p. m., Night Express, Sleeping-cars attached.

7 a. m. and 5 p. m., Poughkeepsie trains.

9 a. m., 4:15 and 6:40 p. m., Peekskill trains.

5:30 and 6:10 p. m., Sing Sing trains.

6:00, 7:30, 9:10, and 10:15 a. m., 12 m., 1:30, 3, 4:25, 5:10, 8:10, and 11:30 p. m., Yonkers trains.

9 a. m., Sunday train for Poughkeepsie.

New-York, Dec. 5, 1870. C. H. KENDRICK, Gen'l Passenger Agent.

NEW-JERSEY RAILROAD—FROM FOOT of CORTLANDT-ST.—For WEST PHILADELPHIA, at 8:30 and 9:30 a. m., 12:30, 5*, 6:00, 7* 9:30* p. m., 12 night. For Philadelphia via Camden, 7 a. m., 1 and 4 p. m. For BALTIMORE and WASHINGTON and THE WEST, via Baltimore, 9:30 a. m., 12:30 and 9:30* p. m. For THE SOUTH AND SOUTH-WEST, 9:30 a. m., 9:30* p. m. Silver Palace cars are attached to the 9:30 p. m. train daily, and run through to Lynchburg without change. For the WEST, via Pennsylvania Railroad—9:30 a. m., 7* and 9* p. m. Silver Palace cars are attached to the 9:30 a. m. and run through from New-York to Pittsburgh, Cincinnati, and Chicago without change. Silver Palace cars are attached to the 7* p. m., daily, and run through to Pittsburgh, Cincinnati, Louisville, St. Louis, and Chicago without change. Tickets for sale at foot of Cortlandt-st., and depot, Jersey City. (*Daily.)

December 4, 1870. F. W. JACKSON, General Superintendent.

NEWARK AND NEW-YORK RAILROAD.—DEPOT IN NEW-YORK, foot of Liberty-st., North River.

On and after November 21, 1870, passenger trains will run as follows:

LEAVE NEW-YORK FOR BERGEN-AVE. AND NEWARK—At 6:00, 6:30, 7:15, 7:40, 8:15, 8:45, 9:15, 9:50, 10:45 a. m.; 12 m.; 1:00, 2:00, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 6:30, 7:00, 7:40, 9:00, 9:45, 10:45, 12:00 p. m.

LEAVE NEW-YORK FOR WEST BERGEN—At 6:00, 6:30, 7:15, 8:45, 10:45 a. m.; 3:30, 4:30, 5:30, 6:30, 7:40, 9:00, 10:45, 12 p. m.

R. E. RICKER, Superintendent.

H. P. BALDWIN, Gen. Passenger Agent.

NEW-YORK and HARLEM RAILROAD.—On TUESDAY next (6th inst.) the Montreal Express Train, leaving Twenty-sixth-st. Depot at 3:45 p. m., will be discontinued.

N. Y., Dec. 3, 1870. I. C. BUCKHOUT, Superintendent.

SOUTH SIDE RAILROAD of LONG ISLAND.

FALL AND WINTER ARRANGEMENT, Commencing MONDAY, October 17, 1870, from Roosevelt and Grand-sts. ferries.

8:45 a. m., Mail for Patchogue.

10 a. m., Accommodation for Babylon.

3:30 p. m., Express for Patchogue, via stage to Belleport and Fire Place.

4:30 p. m., Islip Accommodation, Saturdays, through to Patchogue.

5:30 p. m., Babylon Accommodation.

6:30 p. m., Merrick Accommodation.

The 8:30 and 10 a. m., and 3:30 and 5:30 p. m. trains connect at Valley Stream for Rockaway.

The 8:30 and 10 a. m., and 3:30 and 4:30 p. m. trains connect at Valley Stream for Hempstead.

C. W. DOUGLAS, Superintendent.

THE MONEY MARKET.

SALES AT THE STOCK EXCHANGE.—FIRST CALL, 10½ O'CLOCK A. M.

Sales of Government Bonds.

4,000 U. S. 5-20 Cou '62....105½
500 U. S. 5-20 Cou '64....106¼
5,000 U. S. 5-20 Reg '65....106¼
20,000 U. S. 5-20 Cou '65 n....109¼
500....small 109
1,000 U. S. 5-20 Cou '65....106⅞
50,000 U. S. 5-20 Cou '67....109½
1,000....109¼
25,000 U. S. 5-20 Cou. '68....110
10,000....109⅝

Sales of State Bonds—Railroad Bonds—Bank and Railroad—Express Stocks, &c.

20,000 Tenn 6s n....57½
10,000....c. 57½
1,000 Georgia 7s....91½
10,000 No Car 6s, o 47½
1,000 Missouri 6s....92¾
1,000 Mich. Sou St F. Bonds....97½
2,000 Pac R 7s, guar'n'd by St of M 88
1,000 Un Pacific 7s 1st mort....81½
11,000 C R I & P 7s 99¼
1,000 Gal & Chi L 100
5,000 St Louis & Iro Mount's 1st m bs 90
1,000 Mil & St P I 94½
20,000 Col Ch & In Cen 1st mortgage 83¾
5,000....83½
5,000 To Pe & War 1st, Wst'n div'n. 81½
3,000 Jefferson R'd, 1st morge....90½
50 Fourth Na B'k..108
10....108½
10 Gallatin Nat B..118
50 Nassau Bank....107
10 Metrop B'k....135
60 Del & Hu Ca'l..120½
100 West Un Tele..44½
70....44¼
200....b. c. 44½
1,000....44¼
500....44¼
500 Pacific Mail, bet call....42½
50 Adams Express. 64½
400 N Yo C & Hud. Riv Rail, bet call....91½
10,000 Ne Yo C & H Certificates....85½
10,000....bet call. 85½
100 Lak Sho & Mic. Sou Railroad....92½
500....92¾
400....bet call. 92½
600....92½
1,000....92¾
500....92½
10 Mich Centra....121
10 Panama R'd. bet call....76½
70....76
16 Chi Bur & Quin. Railroad....153
40 Pit Ft W & Chic Guar'd....94½
100 Union Pac Railroad....18½
100....18½
40....18½
60....18½
400 Chi & No West Preferred, bet call....89½
10 C C C In & Indianapolis R....80½
21 Chicago & R'ck Island R'd....110½
300 Tol Wa & Wes Railroad....51½
40 Del Lac & West Railroad....109½
10 Chicago & Alton Railr'd....115½
100 Morris & Essex Railroad....89
100 Ha & St Joseph Railroad....106
200 Col Cin & Ind Central....19
100 Ohio & Missis'i Railroad, bet call....31½

SECOND BOARD, 1 P. M.

Sales of Government Bonds.

12,600 U. S. 6s, '81 Reg....109½
3,500 U S 6s, 1881 Coup....113½
1,000 U. S. 5-20 Cou '62....c.107½
1,000 U. S. Reg '62....106½
4,500 U. S. 5-20 Reg '64....c.106½
1,000 U. S. 5-20 Cou '65....106½
500 U. S. 5-20 Cou 65 n....109½
6,000 U. S. 5-20 Co '67....109½

SECOND BOARD, 12½ M., AND 2½ O'CLOCK

Sales of State Bonds—Railroad Bonds—Bank and Railroad—Express Stocks, &c.

5,000 No Ca 6s old. 47½
5,000 No Car 6s ne. 26
1,000 Alabam St 8s. 101½
30,000 Sou Car 6s n Jan and July....68½
4,000 Union Pac R'd 1st mor bonds..81½
5,000....bet call. 81½
5,000 Cent Pac R'd Gold B'ds....91½
American Gold.
6,000....111½
200 West Un Tele 44½
16....44½
300....b c. 44½
200 Mariposa pref.. 10
100 Pacific Mail....42½
9....41½
100 Adams Expre... 65
100 Ne Y C. & Hud Riv R R., bet call....91½
100....91½
20,000 Ne Y & Hud Riv Cert'ftes....85½
200 Erie Railway, between call....24½
500 Lak. Sh & Mic. Railroad, bet call....92½
200....92½
10 Panama Railr'd. 76
100 Chi & No West Railroad....81
100 Chi & No West Pref....90
400....89½
200 Union Pac Railroad, bet call....18
15 C. C. C. Cin. & Indianapolis....80½
200 Chicago & Ro'k Railroad....110½
100 Milw & St Paul Railroad....60
100 Mil & St Paul Preferred....81½
50 Han & St Jose. Railroad....106
100 Chicag & Alton Railroad, bet call....115½
12 Pit Ft W & Ch Guar'd....94½

SATURDAY, Dec. 3—P. M.

Stock transactions have been generally dull and uninteresting to-day, and prices are without material change except in one or two instances. Western Union continues to be the prominent speculative card, and has still further advanced, having sold up to 44⅞ during the day. There was a more active movement also in Pacific Mail, which advanced to 42½, but was afterward a fraction lower. The prominent railway shares have been quiet at about yesterday's quotations. Union Pacific declined to 17⅞, which was the bidding price in the afternoon. Upon the whole, the day's business furnishes but scant material for comment, unless by way of repeating the oft-told tale of dullness. But for the dealings in Western Union, which have served to stir up a little excitement, the description of one day's proceedings at the Stock Exchange would answer very well for all the days of the week. New-York Central and Lake Shore, two of the leading stocks, fluctuate within a range of about ¼ per cent with almost pendulum regularity, while in Rock Island, North-Western, St. Paul and Wabash, the transactions are very light. The directors of the Lake Shore Railway were in session to-day to consider the subject of a dividend, but adjourned without definite action. The following are the highest and lowest prices paid for active stocks to-day:

	Highest.	Lowest.		Highest.	Lowest.
N. Y. Cen'l & Hud., con..	92½	91½	Rock Island	110⅝	110
N. Y. Cen'l & Hud. Cifs..	85½	85½	Milwaukee & St. Paul...	60	59⅞
Erie	24½	24½	Mil. & St. Paul Pref....	81½	81½
Reading	101½	101½	Ohio and Mississippi....	31½	31½
Lake Shore	92⅞	92½	New-Jersey Central	109½	109½
Wabash	51½	51½	Union Pacific Railroad...	17½	17½
North-Western	81	80⅞	West'n Un. Telegraph...	44⅞	44½
North-Western Pref	90½	89⅞	Pacific Mail	42½	42

Coleman Benedict's closing quotations were:

	Offered.	Asked.		Offered.	Asked.
Gold	111	111⅛	L. S. and Mich. So....	92⅞	93
Western Union Tel....	44⅝	44¾	Pittsburgh	105	106
Mariposa	5	7½	N. J. Central	109½	109¾
Mariposa Pref.	10	—	North-Western	81	81⅛
Quicksilver	4	5	N. West. Pref.	90	90⅛
Boston Water Power..	19½	20	Rock Island	110½	110⅝
Adams Express	64½	65	St. Paul	59⅞	60
Wells Fargo Ex	—	25	St. Paul Pref.	81½	81¾
Am. Merchants' Ex....	46	46½	Toledo and Wabash....	51⅞	51⅞
United States Ex.	34	35	Toledo & Wabash Pr'f.	73	—
Pacific Mail	42½	42⅝	Fort Wayne	94½	—
N.Y.C. and Hud.	91⅞	92	Alton & T. Haute. Pref.	45	—
N.Y.C. and H. Con. S..	85½	85¾	Ohio & Miss.	31⅛	31¼
Erie	24½	24¾	Chicago & Alton	115½	116
Harlem	132	—	Chicago & Alton Pref.	115½	116½
Reading	101½	101⅝	B., H. & Erie	3½	3¾

The absence of cable news from Europe has aided to check speculation to-day, and this was specially applicable to gold, the market having been dull, though strong in tone, with sales at 111@111⅛@111¼@111⅛. The advance was due to the purchases of the shorts to cover previous speculative sales. It is expected, and not without show of reason, that the market will be more active next week, after the purport of the report of the Secretary of the Treasury is known, and his future policy foreshadowed. In the gold loan market the rates for carrying were 2, 1½ and 1 per cent to flat on the borrowing side. The Customs receipts for three days in December were $1,076,859, and disbursements of coin interest $124,483. The day's business at the Gold Exchange Bank was as follows: Gold cleared, $50,126,000; gold balances, $1,551,129, and currency balances, $1,892,270. The following were the quotations:

10:00	111	11:30	111¼	1:00	111⅛	2:30	111⅛
10:30	111⅛	12:00	111⅛	1:30	111⅛	3:00	111⅛
11:00	111⅛	12:30	111⅛	2:00	111⅛	3:30	111⅛
		4:00	111				

The day's business at the U. S. Sub-Treasury was:

Gold receipts	$305,239 31	Currency balance	$7,073,911 71
Gold payments	614,377 95	Customs	471,000 00
Gold balance	90,491,361 49	Canc'd gold certific's sent to Washington	525,120 00
Currency receipts	283,739 59		
Currency payments	1,094,237 23		

Foreign exchange has presented the usual dullness of Saturday, and rates were firm on the basis of the following quotations:

	Sixty Days.	Three Days.
Prime bankers' sterling bills on London	109⅜@109½	109⅞@109⅞
Good bankers' do.	109@109⅛	109⅝@109¾
Prime commercial sterling do.	108⅞@109	— @ —
Antwerp	5.19⅜@5.18⅛	5.13¾@5.14⅜
Swiss	5.14⅜@5.15	5.09⅜@5.10
Amsterdam	40⅞@41	41⅜@41⅜
Hamburg	35⅞@36	36⅜@36½
Frankfort	40⅞@41	41⅜@41⅜
Bremen	78⅞@79⅛	79½@79⅝
Prussian thalers	71⅛@71½	72¼@72⅛

The advanced rates noted in money late yesterday were maintained to-day, and early borrowers paid 6 and 7 per cent on call. It was apparent that influences were at work to produce an artificial stringency in money, quite a large amount having yesterday been withheld from the market for the purpose of securing this result. A city bank was this morning credited at the Clearing-House in the sum of $2,257,000, which, in view of the fact that the same Institution has before been prominent in lending its aid in furtherance of such schemes, was somewhat significant. From appearances this afternoon it would seem that the project had been abandoned, as it is impossible with the form of currency now in use to permanently affect the price of money. At the close large balances were freely offering at 5 and 6. There is an easy feeling in discounts, which move at the following rates:

	Per Cent.
First-class indorsed paper, 60 days	6½@7
First class indorsed paper, 4 mos	7@8
First-class indorsed paper, 6 months	8@10
First-class, single names, 60 days	8@9
First-class, single names, 4 to 6 months	9@12
Bankers', first-class foreign, 60 days	6½@7
Bankers', first-class domestic 3 to 4 months	7@8

The bank statement was unfavorable, and reflected a large loss in specie and legal tenders, though the loans were expanded upward of $1,700,000. The reduction in the legal tender item indicates the efflux of currency South and West, in the way of cotton and pork movements. Considerable amounts have gone forward during the last few days. As a result of the movement, the lawful money of the banks, over and above the 25 per cent required, has decreased $1,798,689, and they now hold only $11,558,296, against $13,356,985 last week.

The following is the present condition of the New-York City Banks as compared with last week:

	Nov. 26.	Dec. 3.		Changes.
Loans	$264,608,116	$266,263,143	Inc.	$1,655,027
Specie	18,222,617	17,108,066	Dec.	1,114,551
Circulation	32,354,679	32,239,388	Dec.	115,291
Deposits	194,415,073	194,991,319	Inc.	576,246
Legal tenders	51,826,556	51,257,656	Dec.	568,900

The following shows the relation between the total reserve and the total liabilities:

	Nov. 26.	Dec. 3.		
Specie	$18,222,617	$17,108,066	Dec.	$1,114,551
Legal tenders	51,826,556	51,257,656	Dec.	568,900
Total reserve	$70,049,173	$68,365,722	Dec.	$1,683,451
Circulation	32,354,679	32,239,388	Dec.	115,291
Deposits	194,415,073	194,991,319	Inc.	576,246
Total liabilities	$226,769,752	$227,230,707	Inc.	$460,955
25 per cent reserve	56,692,188	56,807,426		
Excess over legal reserve	$13,356,985	$11,558,296	Dec.	$1,798,689

Government bonds have been inactive, but firm, on the rise in gold. The movements of the Treasury during the coming week covers the sale of $1,000,000 in gold on Wednesday and the purchase of an equivalent amount of bonds on Thursday. Fisk & Hatch report as follows at 4 p. m.:

	Offered.	Asked.		Offered.	Asked.
U. S. Currency 6s	110¾	111	U. S. 5-20 Reg. J.&J'y	105¾	106
U. S. 6s, 1881 Reg.	109½	110	U. S. 5-20, '65, Cp., do.	109¼	109½
U. S. 6s, '81, Coup.	113¼	113¾	U. S. 5-20 '67, Cp., do.	109½	109¾
U. S. 5-20s, R. M. & N.	106	107	U. S. 5-20 '68 Cou., do.	109	109½
U. S. 5-20, '62 Coup., do.	107½	107¾	U. S. 10-40s, Reg.	106½	106¾
U. S. 5-20, '64, Coup., do.	106	107	U. S. 10-40, Coup.	106½	106¾
U. S. 5-20, '65, Coup., do.	106½	107	Central Pac. Gd. Bds.	91½	91¾

The subjoined table shows the highest and lowest prices of Government bonds, gold, and active stocks made during the week, as well as the closing quotations at the undermentioned dates:

	—For the Week.— Highest.	Lowest.	—Clos'g Prices.— Nov. 26.	Dec. 3.
U. S. 6s, 1881, coupon	113⅞	113¼	113⅝	113½
U. S. 5-20s, coupon, 1862	107⅝	107½	107½	107⅝
U. S. 5-20s, coupon, 1864	107¼	106⅞	106⅞	107
U. S. 5-20s, coupon, 1865	107⅛	106⅜	107	106⅞
U. S. 5-20s, coupon, 1865, n.	109½	109	109⅛	109⅝
U. S. 5-20s, coupon, 1867	109¾	109½	109½	109⅝
U. S. 6s, 5-20s, coupon, '68	110	109⅝	109⅝	109⅞
U. S. 10-40s, coupon	106⅝	106¼	106½	106⅝
U. S. Currency 6s, (Pacifics)	110⅝	110½	110⅞	110⅝
N. Y. Central & Hudson Cons'd	92½	91½	92¼	91⅞
N. Y. Central & Hudson Certific's	85¾	85½	86	85¾
Harlem	133	132	132½	132
Erie Railway	25⅛	24⅛	24¼	24½
Reading	102⅛	101⅛	101⅛	101½
Lake Sh. & Mich. So.	93⅛	92½	93⅛	92⅝
Tol., Wabash & Western	52½	51½	51⅝	51⅞
Cleveland & Pittsburgh	106¼	105½	106	105½
Chic. & North-Western	81⅞	80⅞	80⅝	81
Do. Preferred	91½	89½	90	90⅛
Chicago & Rock Island	111⅛	110	111¼	110½
Pitts., Ft. Wayne & C. G.	94½	94	94¼	94½
Milwaukee & St. Paul	61	59⅞	60	59⅞
Do. Preferred	82⅛	81⅛	80½	81½
Ohio & Mississippi	32⅛	31⅛	31⅛	31⅛
New-Jersey Central	109⅛	109	109	109½
Union Pacific	22½	17	22⅛	17⅞
Western Union Telegraph	44⅞	42⅞	43	44⅝
Pacific Mail	42⅞	41¼	41⅞	42¼
Gold	111¼	110⅞	111⅛	111⅛

The State bond market was dull and without important variation either way. The principal business was at the morning Board, when Tennessees, new, declined ⅛ to 57½, and North Carolinas, old, ¼ to 47½; Georgia 7s were steady at 91½; Missouri 6s, 92⅜; North Carolinas, new, 26; Alabama 8s, 101½, and South Carolinas, new, January and July, at 68½. The following were the bids:

	Offered.	Asked.		Offered.	Asked.
Tennessee 6s, old	60½	60⅝	Rhode Island 6s	101	—
Tennessee 6s, new bonds..	57½	57⅝	Alabama 5s	100	104
Virginia 6s, old	65	63	Alabama 8s, R. R. bonds.	—	97½
Virginia, 6s, new b'ds....	63½	65	Arkansas 6s, funded	64½	67
Virginia 6s, reg., old...	49½	—	Arkansas 7s, L. R & F. T.	—	66
Georgia 6s	—	82	Arkansas 7s, Memp.&L. R	—	66
Georgia 7s, new bonds...	91	91½	Ohio 6 per cent, 1881	103	—
North Carolina 6s, old...	47¼	47½	Illinois Canal b., 1870	100	—
North Carolina F. A. '66..	—	38½	Illinois coup. 6s, 1877	100	—
North Carolina F. A. '68.	27½	23	Illinois do., 1879	100	—
North Car. F.A., new b's.	25½	26½	Illinois War Loan	100	—
N.Carolina F.A., spe'l tax	19	29	Indiana 6 p. c. War L'n	100	—
South Carolina 6s	—	90	Michigan 6 p. ct., 1873	100	—
S. Carolina new b'ds	68	—	Michigan 6 p. ct., 1878	100	—
S. Carolina April & Oct..	65½	—	Michigan 6 p. ct., 1883	100	—
Missouri 6s	92⅜	93	Michigan 7 p. ct., 1878	100	—
Louisiana 6s	—	73½	New-York reg. bty. loan	107¼	108
Louisiana, new bonds	—	68	New-York coup. bty. l'n	107	—
Louisiana 7s, Penitentr'y.	73	—	N. Y. 6s, Canal L'n, '73	—	105
California 7s	112	—	N. Y. 5s, Canal L'n, '74	106	—
California 7s, large bonds	—	111½	N. Y. 5s, Canal L'n '75	100	102
Connecticut 6s	101	—			

City bank shares were rather more active. The following were the bids:

	Offered.	Asked.		Offered.	Asked.
New-York	—	139	Hanover	104	—
Manhattan	143	—	Irving	118	—
Merchants'	116½	118	Metropolitan	134	138
Mechanics'	137	—	Peoples	140	—
Union	137	—	Grocers'	118	125
America	143	—	Market	126	—
City	214	—	Nassau	—	106
Phenix	—	103	Shoe and Leather	160	162
Tradesmen's	152	—	Corn Exchange	129	—
Mechanics' & Traders'	135	—	Continental	96	98½
National	—	118	St. Nicholas	—	116
Merchants' Exchange	103½	—	Commonwealth	95	100
Leather Manufacturers'	190	—	Importers' and Traders'	159	150½
Seventh Ward	112	—	Park	169	—
State of New-York	104	—	Manuf's and Merchants'	100	—
Commerce	126	129	N. Y. National Exc. B'k	100	103
Broadway	202	—	Central National	105½	—
Ocean	70½	72	Fourth National	108½	109½
Mercantile	124	—	Ninth National	109	—
American Exchange	112	—	Tenth National	125	—
Chatham	172	175	Oriental	154	—
Bank of the Republic	115	118	Gold Exchange	70	77
Bank of North America	—	108	Bankers' and Brok's' As.	—	105

The following were the bids for Railroad bonds:

	Offered.	Asked.		Offered.	Asked.
N. Y. Central 6s, 1883	89½	—	Tol. & Wab. 2d Mort.	84½	—
N. Y. Central 6s, R. Est..	87	89	Tol. & Wab. Equip Bds.	78	80
N. Y. Central 6s, Subsc'n.	87	89	Gt. Western 1st M., '68	100	—
N. Y. Central 7s, 1876	100	102	Gt. Western 1st Mort., '88	89	—
N. Y. Cent. 7s, conv., '76	100½	—	Gt. Western 2d Mort, '93	80½	81½
N. Y. Cent. 7s, 1865-76	100½	—	Quincy & Tol. 1 M., 1890	—	92
Erie 1st Mort. Ext	—	100	Galena & Chic. Extended	100	100½
Erie 1st, Indorsed	—	96	Galena & Chic. Ex., 2d M	95	—
Erie 7s, 2d, Indorsed, '79	—	95	Chic., R. I. & Pacific	99½	101
Erie 7s, 3d, Indorsed, '83	87	87½	Morris & Essex 1st Mort.	100	101
Erie 7s, 4th, Indorsed, '80	81	82	Morris & Essex 2d M.	95	—
Erie 7s, 5th, Indorsed, '88	77½	79½	Cleve. & Tol. Sink. Fd.	100	101
Buf., N. Y. & E. 1st M., '77	—	83½	New-Jersey Cent. 2d M.	100	—
Hud. R. 7s, 2d M.S.F., '85	105	—	New-Jersey Cet. new B.	102	—
Hud. R. 7s, 3d M.S.F., '75	99	—	Pitts., Ft. W. & Ch. 1st M.	—	104
Harlem 1st Mort.	99½	100	Pitts., Ft. W. & Ch. 2d M.	96	97
Harlem Con. Mtg. & S.F.	90½	93	Pitts., Ft. W. & Ch. 3d M.	—	92½
Albany & Sus. 1st Bonds.	—	110	Cleve. & P'tts. Con. S. F.	—	—
Albany & Sus. 2d Bonds	92	—	Cleve. & P. 2d Mort.	98	—
Albany & Sus. 3d Bonds	89	—	Cleve. & P. 3d Mort.	94	—
Mich. Cent. 1st M. 8s 1882	116	—	Cleve. & Pitts. 4th Mort.	79	80
Chi., B. & Q. 8 ℔ ct. 1st M.	111	112	Chic. & Alt. 1st Mort.	102	—
Mich. So. 7 ℔ ct. 2d M.	94	95	Chic. & Alt. Income	92	—
Mich. So. & N. I. S. F. 7 ℔ ct.	97½	97½	Ohio & Miss. 1st Mort.	99	101
Pacific R. 7s, guar. by Mo.	97½	—	Ohio & Miss. Consol.	88½	—
Central Pac. Bonds	91	91½	Dub. & Sioux City 1st M.	95	97
Union Pacific 1st Bonds	81½	82	Peninsula R. R. Bonds	—	90
Union Pacific L. Grants 7s	70½	71	St. L. & Iron M'n. 1st M.	89½	90
Union Pacific Income 10s	61	64	Mil. & St. Paul 1st M. 8s	104½	105
Illinois Cent. 7 ℔ ct., '75	107	—	Mil. & St. P. 1st M. 7 3-10	92½	—
Alton & T. H. 1st Mort.	95	—	Mil. & St. Paul 1st Mort.	94	94½
Alton & T. H. 2d M. Pref.	89	—	Mil. & St. P. I & M. d.	85	—
Alton & T. H. 2d M. Inc.	70	72	Mil. & St. Paul 2d Mort.	85	—
Chic. & N. W. S. Fund	97½	99	Chic. & Mil., 1st M.	90	—
Chic. & N. W. Int. Bonds	—	92	Joliet & Chic., 1st Mort.	106	—
Chic. & N. W. Ex. Bonds.	—	90	Col., Chic. & Ind., 1st M.	83½	87½
Chic. & N. W. 1st Mort.	93½	94	Col., Chic. & Ind. 2d M.	64	—
Consol. 7 ℔ ct. Conv.	—	88½	Tol., Peo. & War., E. D.	—	88
Han. & St. Joseph Con.	—	107	Tol., Peo. & War., W. D.	81½	—
Lack. & Western Bonds	100	—	Tol., Peo. & War., 2d M.	66	—
Del., Lack. & W. 1st M.	—	99	N. Y. & N. Haven 6s	97	—
Del. Lack. & W. 2d M.	95	—	Boston, H. & E. Guar.	29½	—
Tol. & Wab. 1st Mort Ex.	93½	—	Cedar Falls & Minn., 1st M.	83	85½

The following is the currency statement for the week ending Dec. 3: The receipts of fractional currency for the week were $813,500; shipments of notes, $2,412,686; shipments of fractional currency, $719,017. Treasurer Spinner holds in trust, as security for National Bank circulation, $345,567,650; and for deposits of public moneys, $15,834,500. Mutilated notes burned during the week, $499,245; total amount to date, $33,245,483. Bank currency issued for bills destroyed during the week, $452,130; total amount issued therefor, $32,103,495. Balance due for mutilated notes, $1,141,988. Circulation outstanding, $300,716,494. Fractional currency redeemed and destroyed during the week, $815,245. Internal revenue receipts to-day, $865,590. Grand total, $75,680,904.

The earnings of the Central Pacific Railroad Company for November were:

1870......$761,600 | 1869......$535,366 | Increase....$226,234

From June 1 to Dec. 1:

1870......$7,417,317 | 1869......$5,260,882 | Increase....$2,156,435

The following shows the exports (exclusive of specie) from the port of New-York to foreign ports for the week ending Nov. 29, and since the beginning of the year:

	1868.	1869.	1870.
For the week	$4,269,267	$4,073,197	$4,810,660
Previously reported	226,145,468	178,136,356	168,201,589
Total since Jan. 1	$230,414,675	$182,214,573	$173,001,629
Price of Gold	135	122	111⅛

The following shows the imports of foreign dry goods and general merchandise at the port of New-York for the week ending Dec. 2, and since the beginning of the year:

For the week.	1868.	1869.	1870.
Dry Goods	$981,560	$1,287,657	$1,782,120
General Merchandise	3,917,729	4,233,872	4,159,599
Total for the week	$4,899,297	$5,521,529	$5,941,719
Previously reported	228,203,917	262,397,261	276,261,084
Total since January 1	$233,103,214	$273,918,790	$282,202,803

The following are the dry goods imports, included in the above, for the same period:

	1868.	1869.	1870.
For the week.			
Entered at the port	$984,560	$1,287,657	$1,782,120
Thrown on market	775,920	969,050	1,556,321
Since Jan. 1.			
Entered at the port	$77,339,336	$90,992,659	$101,578,297
Thrown on market	79,863,464	86,670,900	102,662,439

The exports of specie for the week ending Dec. 3 were as follows:

Total for the week	$519,863
Previously reported	56,228,443
Total since Jan. 1, 1870	$56,748,306

The following is a comparative statement of the exports of specie from the port of New-York to foreign ports for 19 years, from Jan. 1 to Dec. 3, 1870, and for the corresponding period in the undernoted years:

1870	$56,748,306	1863	$47,675,734	1857	$41,229,191
1869	30,509,407	1862	60,909,810	1856	36,711,427
1868	69,170,677	1861	3,449,071	1855	27,207,019
1867	46,338,574	1860	42,161,909	1854	37,147,356
1866	59,460,691	1859	69,153,653	1853	29,051,971
1865	27,843,212	1858	25,210,037	1852	24,566,826
1864	46,016,464				

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU-ST., NEW-YORK, Dec. 3, 1870.

FUNDING FIVE-TWENTY BONDS.

Within the past three months a very large amount of Five-Twenty Bonds have been funded through our office into the FIRST MORTGAGE BONDS of the CENTRAL PACIFIC RAILROAD COMPANY, besides large sales of the same securities for new investments.

We deal in Central Pacific Bonds the same as in Government Securities, and regard them as affording the desired medium for funding Five-Twenty Bonds, *without reduction of interest and with unimpaired security.*

They are all Coupon Bonds of $1,000 each, interest payable Jan. 1 and July 1.

☞ *They are well known, and have a ready market in all the money centers of this country and Europe, are daily quoted at the Stock Exchange, and can be sold at current market price as readily as the Bonds of the Government.*

The EARNINGS of the Road *for* 1870 *will reach Eight Million Dollars*, and the increase is shown in the following figures:

Earnings from Jan. 1 to Dec. 1, 1870	$7,417,317
Earnings from Jan. 1 to Dec. 1, 1869	5,260,882
Increase in 1870	$2,156,435

We keep a supply of these Securities on hand, and furnish them at current market price, which to-day is 91¼.

This price includes the coupon due Jan. 1, for which three per cent in gold will be received by the purchaser, on bonds bought during this month.

Proceeds of $1,000 5-20 bond of 1867, sold to-day at 109⅛	$1,092 50
Cost of $1,000 Central Pacific bond, to-day at 91¼	912 50
Difference realized	$180 00

We continue, as heretofore, to buy and sell Government Bonds, make Collections, receive Deposits, subject to check at sight without notice, and allow interest on balances, and do a General Banking business. FISK & HATCH.

THE INDIANAPOLIS, BLOOMINGTON AND WESTERN RAILWAY SEVEN PER CENT GOLD LOAN is based on a completed Trunk line, 205 miles in length, running from Indianapolis, Ind., to Pekin, Ill., and forming connections with most of the principal lines to the Atlantic and Pacific. The equipments are large, and the present business fully demonstrates that this will be one of the best paying roads in the United States. We offer the balance of these bonds at 92½, and accrued interest in currency.

TURNER BROTHERS, Bankers, No. 14 Nassau-st.

BANKING-HOUSE OF HENRY CLEWS & Co., No. 32 WALL-ST., N. Y.

Deposit accounts can be opened with us in either currency or coin, subject to check without notice. Five Per Cent Interest allowed upon all daily balances. Checks upon us pass through the Clearing-House as if drawn upon any city bank.

We issue Circular Letters of Credit for travelers, available in all parts of the world; also, Commercial Credits. We draw Bills of Exchange and make telegraphic transfers of money to any desired point, and transact every description of foreign banking business.

We issue Certificates of Deposit payable on demand or at fixed date, bearing interest, and available at all money centers.

Collections made in any part of the world.

CLEWS, HABICHT & Co., 5 Lothbury, London.

LOUISVILLE AND NASHVILLE RAILROAD SEVEN PER CENT CONSOLIDATED MORTGAGE BONDS.—The small amount left of the last issue of these bonds will be sold at 90 and accrued interest. Parties desiring an *entirely safe* investment are invited to call for information on either of the undersigned.

J. B. ALEXANDER & Co., 19 Nassau-st.
JOHN J. CISCO & SON, 59 Wall-st.

THE MARKETS.

Carefully Reported for THE TRIBUNE.

SATURDAY, Dec. 3, 1870.

ASHES—Pots are quiet but steady at $6 75@$7 25; Pearls are dull and nominal at $8 50@$9 75.

COTTON—The market on the spot has been quiet, and prices ⅛c. lower; sales, 2,131 bales (905 last evening), including 1,362 for export, 509 for consumption, 55 for speculation, and 405 in transit; for future delivery, the market was active but also lower; sales last evening of 900 bales, 15 5-16@15c., 500 January, 15 5-16@15⅛c., 400 February, 15 5-16@15⅜c., and 100 March, 15 9-16c. To-day, 7,100 December at 15 5-32@15 5-16c., 1,000 December and January, 15 3-16c., 200 December, January, February, March and April, 15⅛c., and 100 bales do., average price, 15⅛c.; 600 December, 15⅛c., and 600 March, 15⅜c. (one contract), 500 January, 15¼@15⅜c., and 200 February, 15¼@15⅜c., all on a basis of Low Middling. We quote as follows:

	Uplands.	Mobile.	New-Orleans.	Texas.
Ordinary	12½	12¾	13	13¼
Good Ordinary	14½	15	15¼	15½
Low Middling	15¼	15½	15¾	16
Middling	15¾	15⅞	16⅛	16¼
Good Middling	16¼	16½	16¾	16⅞

COFFEE—Brazils are very dull and the feeling rather weak, owing to the slow movement, but prices as yet are without change; other kinds dull and nominally unchanged; no sales to-day.

FLOUR AND MEAL—In Flour we have had only a moderate degree of activity, and have had to note much variableness, our market moving in sympathy with the Liverpool market. The demand for export has been good, but chiefly confined to State Extras, and they being in very limited supply, have been held above shippers' limits, and hence the purchases for export have been moderate, and the news from Europe has checked the local inquiry. In Trade brands there has been much irregularity, and only a moderate business has been done. We have steadily added to our stock, it being largely composed of Medium Extras. Family grades have been in fair request, and are without change to note; the supply has increased, and we find the assortment is larger, affording the best selections offered in this market for many years. In No. 2 and Superfine a good business has been done, but at lower and irregular prices. Iowa has been in better demand and has improved, the supply is moderate. The very meager supply of shipping State Extras has induced quite a brisk speculative inquiry, this has enabled holders to maintain prices above the limits of shippers' orders, and the material advance in Spring Wheat has induced great firmness, and confidence in higher prices in the future. There has been a fair demand for good State for the British Provinces, and for Common Extras and Superfine for the Southern trade. The exports of the week are 51,110 bbls., against 49,164 bbls. the corresponding week last year. To-day the market was quiet, the low grades are held with much firmness, but in the absence of foreign news business is restricted; Trade and Family brands are very dull and irregular; No. 2 and Superfine are steady and in moderate request; sales, 14,100 bbls. We quote:

Sour, ℔ bbl	$4 60@$5 35	Ohio, Ind., & Ill. Sup.	$5 10@$5 35
No. 2	4 25@4 60	Ohio Round-hoop, Ex-	
Superfine	5 10@5 30	tra (Shipping)	5 90@6 10
State (Extra brand)	5 75@6 00	Ohio, Ex. Trade brds	6 20@6 70
State (Fancy do.)	6 10@6 40	White Wheat, Extra	
West'n Shipping Ext.	5 70@5 90	Ohio, Ind. and Mich.	6 25@6 80
Good to choice Spring		Double Extra do. do.	7 10@7 70
Wheat Extras	6 10@6 35	St. Louis, Single Extr.	6 25@6 50
Minnesota & Iowa Ext.	5 90@6 75	St. Louis, Double Ext.	6 75@7 00
Extra Amber Indiana,		St. Louis, Triple Ext.	7 25@8 25
Ohio and Mich.	6 10@6 30	Genesee, Extra brands	6 50@8 00

Southern Flour is in limited demand, the market closing steadily; sales, 650 bbls. We quote:

Balt., Alex., and Georgetown, mixed to good Sup.	$5 10@$5 35
Balt., Alex., and Georgetown, Extra and Family	5 60@8 15
Fredericksburg and Petersburg Country	5 65@6 15
Richmond Country Extra	6 15@6 50
Delaware	5 65@6 30
Georgia and Tennessee, Extra and Family	5 75@6 65

Rye Flour is firm but quiet; sales, 200 bbls. We quote: Western....$3 90@$4 35 | State and Penn....$4 40@$5 30 for Pennsylvania.

Buckwheat Flour is easier, with a moderate demand, at $3 20@$3 30.

Corn Meal is steady; sales, 250 bbls. We quote:

Corn Meal, Jersey	$4 20@$4 30	Corn Meal, Br'ne.	$4 50@ —
Corn Meal, Western	4 00@4 25	C. Meal, Br'we. pu.	[illegible]
Corn Meal, West. W.	3 90@4 10		

Bag Meal—We quote as follows: Fine White, $1 75@$1 85; Fine Yellow, $1 70@$1 72; Coarse, $1 60@$1 65; Cob Meal, $1 30@$1 40; and Ground Feed at $1 40@$1 55.

EXPORTS FROM SEPT. 1, 1870, TO DATE.

Flour.	Gt. Britain and Ireland. bbls.	Other For. Ports. bbls.	Totals. bbls.
New-York, Dec. 2	309,662	473,775	783,437
Baltimore, Nov. 25	15,013	99,654	114,667
Philadelphia, Nov. 29	3,596	34,149	37,745
Boston, Nov. 24	9,659	34,759	44,418
New-Orleans, Nov. 29	2,077	23,904	25,981
Totals	340,627	617,342	956,969
1869	200,006	559,744	759,828
1868	119,309	481,121	600,430

FREIGHTS—Grain room has been in but moderate demand, steam room being mostly sought after. Cotton room is in fair request and rates are firm. The offerings of Flour have been more liberal, but Provisions are dull. In Petroleum charters there has been more doing, and the market is firm. The engagements to-day are: To Liverpool—18,000 bush. Wheat, by steam, at 9d. per bush.; 500 bbls. Flour, at 2s. 6d., sail; 2,000 bales of Cotton, by steamer, at 9-16d., and by sail at 5-16d. per lb., and 1,000 bbls. Flour to London, at 3s., sail, per bbl. The charters were: a British bark to the United Kingdom of Great Britain and Ireland, with 2,000 bbls. Refined Petroleum, at 6s.; a vessel to Antwerp, with 2,500 bbls. do., at 6s., and a Norwegian brig to Constantinople, with 5,000 cases of Petroleum, at 37½c., gold.

GRAIN—The characteristic features of our Wheat market the past week have been very similar to those of the fortnight previous; the political complexion of the news from Europe, the decline in gold, the large arrivals and variations in freights, having been the chief causes of the fluctuations and comparative inactivity. The demand has been mainly for exports, and chiefly confined to new Spring. We have had a fair speculative inquiry for Amber Winter, and this has attracted the attention of millers, and in this we have had less variableness than in Spring. We have added materially to our stock, but with a further decline in freights. Consignment upon a more liberal supply of tonnage we look for a decrease in our stock after the 10th instant, as the prospects are favorable for a brisk export and fair milling demand. From the North-West we learn that a decided falling off in the receipts at the Lake ports may be looked for at an early day—we mean as compared with the last year. Our friends in Minnesota write us that every day's observation confirms their previous reports of injury to the crops by the September rains, and that this will be more and more apparent during the Winter. The quantity on the canal is about 1,000,000 bush., but all of this is not likely to reach tidewater. Our present stock is about 4,200,000 bush., consisting mainly of new Spring. Wheat to-day opened rather firmer, but, in the absence of foreign advices, there was very little doing, shippers only buying to complete cargoes. Winter is held with much firmness, but there is an absence of any speculative inquiry, and not much milling demand. Old Spring is held higher, but is quiet; at the close the demand for Spring was in part speculative. Amber Winter is lower, and in limited demand; sales, 91,000 bush., at $1 37 for No. 2 Chicago Spring; $1 37@$1 39 for No. 2 Milwaukee; $1 43@$1 45 for Amber Western; $1 44@$1 46 for Amber State; $1 42@$1 52 for White Michigan; $1 43@$1 45 for Amber do. Barley is in moderate demand, and is without quotable change in price; sales, 10,000 bush. at 90@92c. for two-rowed State, and $1 11@$1 12 for Canada West. Barley Malt is quiet but steady; sales, 2,000 bush. State, at $1. Oats are less active, closing tame; sales, 60,000 bush. New Ohio at 59@60½c., on track, and 62@63½c., afloat; Western at 61c., afloat; State at 63c. Rye is quiet but steady; sales, 1,200 bush. Western at $1, in store; State at $1 20, afloat. Corn is fairly active, closing lower, with a limited demand; sales, 42,000 bush. New Western Mixed at 75@80c., on track and afloat; and Old at 82@85c., closing at 82@83c.; Western White at 76c., on track; do. Yellow at 80@81c.; and Jersey Yellow at 82@83c.

RECEIPTS OF FLOUR AND GRAIN AT NEW-YORK.

Week end'g	Flour. bbls.	Wheat. bush.	Corn. bush.	Oats. bush.	Barley. bush.	Rye. bush.
Sept. 2	111,313	689,729	341,103	343,247	397	20,423
Sept. 9	129,450	963,545	355,826	520,295	3,559	20,360
Sept. 16	101,881	799,706	242,924	412,149	9,929	4,739
Sept. 23	107,303	590,739	166,980	257,833	45,006	6,44
Sept. 30	85,062	750,499	211,029	460,512	149,065	10,445
Oct. 7	93,435	291,886	145,432	196,351	195,366	19,140
Oct. 14	86,236	816,536	217,203	264,894	464,330	194,266
Oct. 21	101,226	411,249	119,094	225,351	314,293	29,354
Oct. 28	96,786	413,150	257,006	232,719	99,675	1,200
Nov. 4	118,330	1,214,135	155,667	372,491	139,362	45,065
Nov. 11	130,269	1,369,885	166,103	257,311	231,470	19,338
Nov. 18	127,256	1,162,424	282,421	267,738	217,173	24,630
Nov. 25	119,574	916,690	152,640	280,466	223,135	6,780
Dec. 2	127,384	1,460,311	231,298	316,354	302,237	14,578

EXPORTS FROM SEPT. 1, 1870, TO DATE.

Wheat.	Gt. Britain and Ireland. bush.	Other For. Ports. bush.	Totals. bush.
New-York, Dec. 2	4,569,497	568,132	5,147,977
Baltimore & Norfolk, Nov.	73,122	....	73,122
Philadelphia, Nov.	59,190	....	59,190
Totals	4,721,808	568,432	5,290,240
1869	7,309,739	487,302	7,796,071
1868	2,232,524	86,485	2,318,009

Corn.	Gt. Brit'n and Ireland. bush.	Other For. Ports. bush.	Total. bush.
New-York, Dec. 2	19,333	86,448	105,781
Baltimore & Norfolk, Nov	....	40,654	40,654
Philadelphia, Nov.	....	9,178	9,178
Boston, Nov.	1,000	3,964	4,964
New-Orleans, Nov. 29	....	61,205	61,205
Totals	20,333	208,567	228,900
1869	....	22,326	49,316
1868	516,529	99,176	177,399

HEMP has been in but light demand and is steady; Manilla is quoted at 13c., gold.

HAY—The demand continues fair and the market firm.

MOLASSES—Domestic steady and in fair demand; sales, 275 bbls. New-Orleans at 61@70c., cash. Foreign dull and nominal.

NAVAL STORES—Rosins of all kinds have been inactive, and prices are unchanged since yesterday; we quote Strained, $1 95@$2; No. 2 at $2 10@$2 25, and No. 1 at $3 per 280 lb. Spirits Turpentine has ruled slowly, and is firm, at 46c., on dock; sales, 50 bbls. at that price. Tar is dull and nominal. City Pitch steady at $2 25 per bbl.

OILS—American Linseed is in good demand; Crude Fish Oils are in moderate demand; Manufactured Oils are dull; Other Oils are without change, the demand continuing moderate.

PROVISIONS—There has been a fairly active though variable Pork market; the demand for the Winter months has been more general, and prices have advanced; the active demand at Liverpool and at this point for the French Government has given sellers quite an advantage, and this unexpected demand has checked the inclination to sell for the future. In Prime Mess there has been much activity and greater firmness, the demand being largely for the French Government, and we learn from Chicago that some large purchases have been made for shipment at $19@$19 50. In Refuse a limited business was done, at irregular prices. The business for the future includes large sales of Mess at $19 25@$19 50 for January and February; $19 75@$20 25 for December, the latter price now refused. Pork, in a wholesale way, has been only in moderate demand, and prices are somewhat uncertain; the demand from the trade is principally confined to small lots for immediate use; sales, 200 bbls. at $23 for Old Mess; $22 for New do.; Prime Mess is in good demand; sales, 700 bbls. Prime Western Mess at $20 on spot; for future delivery, the market is firm but quiet; sales, 250 bbls. Mess at $20 for January, and 250 do. for December at $20 25. Beef is still firm, with a fair demand; sales, 300 bbls. at $10@$15 for Plain Mess, and $15@$17 50 for Extra Mess. Tierce Beef continues in good demand, and the market is firm; sales, 1,000 tcs. at $26@$28 50 for City Prime Mess, and $29@$34 for India Mess. Beef Hams are in more active demand; sales, 450 bbls. at $29@$31 for Western, and $28 for City. Cut Meats continue dull, and prices are nominal. Bacon is in moderate demand, and the market is firm; sales, 250 boxes Long Clear at 11½c. Dressed Hogs are firm and in fair demand at 9½