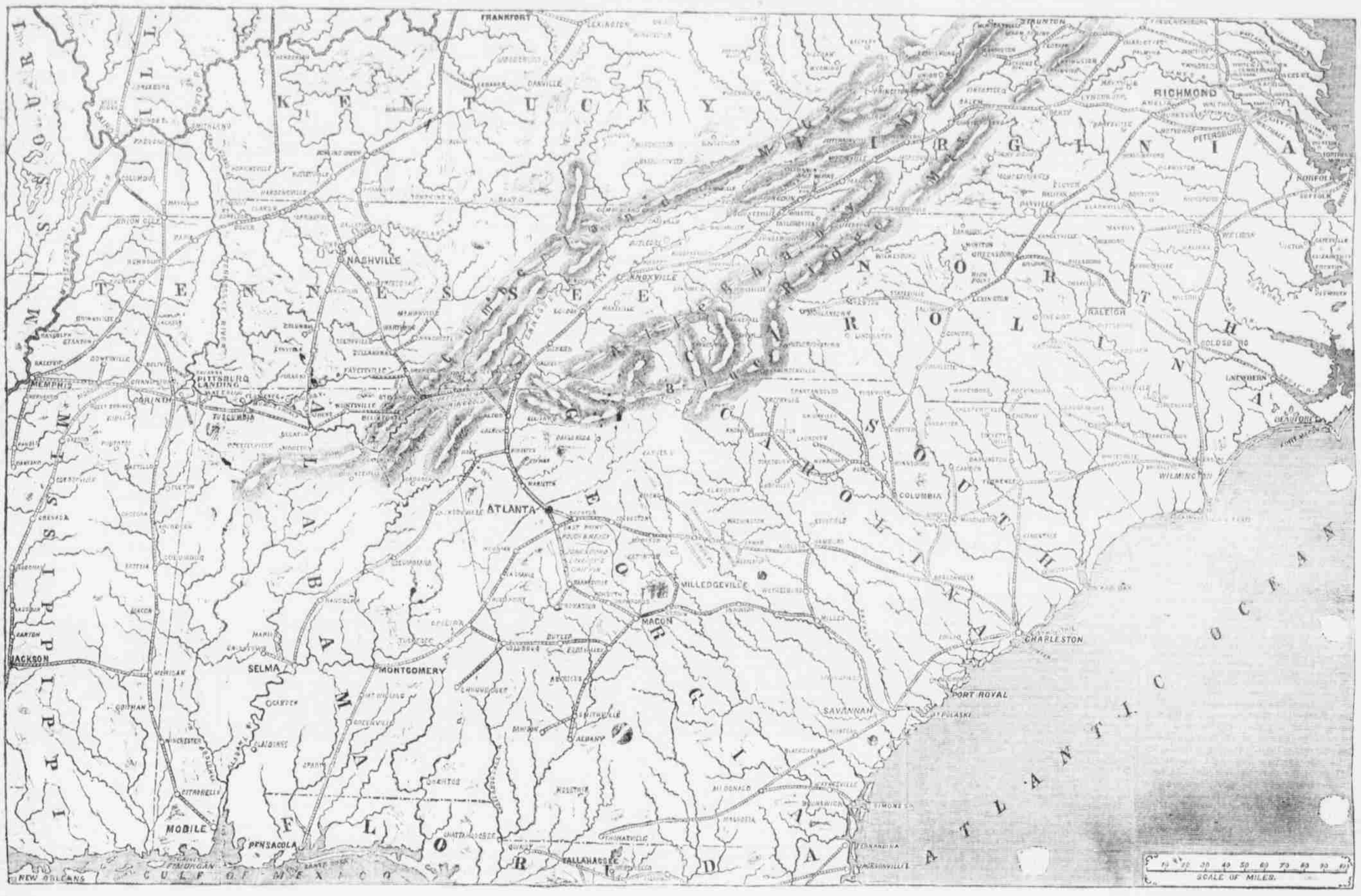
THE EVENING TELEGRAPH.

PRICE THREE CENTS.] PHILADELPHIA, SATURDAY, NOVEMBER 19, 1864. [PRICE THREE CENTS.

MAP OF THE COTTON STATES,

Showing the Routes of General Sherman's Two Columns, with the Important Strategical Points Aimed At—Macon, Augusta, Selma, Mobile, Savannah, Columbia, Charleston, Andersonville, &c



MILITARY DIVISION OF THE MISSISSIPPI.

Sherman's Great Movements.

WHERE IS HE GOING?

THE QUESTION PARTLY ANSWERED.

Western Waifs and Southern Scintillations.

AUGUSTA AND MACON PROBABLY IN OUR HANDS.

Our Troops Near Selma Menacing Mobile.

SENSATION IN SAVANNAH.

Strength of Sherman's Army.

THE CAVALRY TEN THOUSAND.

What Will be Done in Sixty Days.

Etc., Etc., Etc., Etc., Etc., Etc., Etc.

The most satisfactory and latest news from General Sherman we have from the Richmond *Whig* of Saturday, as follows:—

FROM THE ARMY OF TENNESSEE.

General Hood is in motion, and his destination is thought to be East Tennessee. On the other hand, we have reason to believe, from the best information which has received us, that Sherman designs to evacuate Atlanta entirely. The large portion of his force, it is reported, is already moving towards Selma, Alabama, and if this be true, Mobile must be his destination. Apropos to this conjecture, we learn that an immense fleet of transports, laden with stores, has arrived in Mobile Bay, which looks as if a movement was contemplated at an early day in that quarter. We have, upon the above hypothesis, the most singular feature of the war, that is, of two large armies passing each other by a sort of flank movement, and moving in an opposite direction. Sherman may be a stubborn fighter, and a prospective candidate for Presidential honors; but we venture the prediction that he has been woefully outmanœuvred this time. We shall soon see. The situation is certainly increasing in interest in North Georgia.

THE CITIES THAT HAVE FALLEN.

It is evident from the above that the cities and towns of Griffin, Miller, Macon, Augusta, and Milledgeville have fallen into our hands. The most important of these in a strategical point of view is Augusta—a place of some importance as a railroad centre, and which Sherman will make a temporary base for future movements.

City of Selma.

This place is in Dallas county, situate on the right bank of the Alabama river. The population in 1861 was 3177. The town is laid out on an elevated plateau, which terminates abruptly in a steep bluff, forming the bank of the river. Passengers ascend and descend from and to steamboats by means of long flights of steps, and merchandise is drawn up the bluff by machinery. Selma is the southern terminus of the Alabama and Tennessee railroad, and the Alabama and Mississippi railroad connects it with Uniontown and Marion. In 1860 it had two iron foundries, a carriage manufactory, two banks, two public halls, three daily newspapers, six churches, and a number of public and private schools. In the winter of 1859-60 it exported nearly one hundred thousand bales of cotton. By the course of the river, Selma is eighty-one miles below Montgomery, the original seat of the Confederate Government.

This movement towards Selma is taken by the Rebel papers as indicative of an attack upon Mobile, and we therefore append a sketch of

Mobile and its Defenses.

Mobile is situated on the right bank of the river of that name, about sixty miles below the junction of the Alabama and Tombigbee, and near the confluence of the river and the bay. The rivers, flowing into and forming Mobile river come from the rich cotton-growing regions of Alabama and Mississippi, while the Mobile and Ohio railroad, which has been constructed since 1855, taps another important agricultural district, the products of which have greatly added to the commerce of the city.

The census of the United States shows Mobile to have been, before the breaking out of the war, the third exporting city in the Union, the value of domestic produce sent from thence to Europe being greater only than New York and New Orleans. Her importations, however, like those of all other Southern cities, have not been at all proportionate to her exports, her merchants usually purchasing goods for home consumption from New York, Boston and Philadelphia importers. The trade of Mobile, like these cities has always been heavy, as most of the country merchants and planters of Alabama and Southeastern Mississippi derived their supplies from that city.

Mobile bay is a fine, though rather shallow harbor, and the usual anchorage is in the larger shipping is finished at Dauphin Island, about twenty-eight miles from the city. They are laden by means of lighters. The depth of water however, is sufficient to admit of their vessels of six or seven hundred tons draught to the wharves, while steamships of great size can proceed with little difficulty in getting out and in under the management of skilful pilots.

North of the confluence of the Alabama river are situated four wooden gunboats, and on the east channel an armed tug. These are intended to be in readiness, in case of a fleet of ironclads, known as Farragut's Point. The latter portion of this is reached south by three miles and is filled in with rocks. Upon this are placed four Dahlgrens, three rifled, and three of smaller calibre rifled guns. Between Farragut's Point and the river is a level marsh, in the upper portion of which, and near the point of junction of the channel with the Alabama north of Mobile, is located a redoubt.

At a village on the railroad south is still another redoubt mounting four heavy guns. At Three Mile creek, which is crossed by the railroad, is a small earthwork thrown up, but not defended at present.

West of Mobile is a series of earthworks extending a distance of several miles, and outside of these, extending from the shell road entirely around the city to the river, are formidable breastworks. Between the Alabama and the shell road is the lighthouse, and just back of this is a battery of six field pieces. There are, perhaps, other defensive works, which we have not seen described.

Sensational Washington—Has Sherman Gone to Savannah?

The Washington *Star* of last evening says that its contemporaries, in treating upon the reported movement of Sherman in the Cotton States, theorize upon the probabilities of his being able to liberate the large number of prisoners they state as being at Andersonville, South Carolina. Some of them accordingly plan out a campaign for him, having for its purpose a march to Andersonville and the liberation of those prisoners, the organization of Federal authority, civil and military, in Western North Carolina, after which the capture of Wilmington, and then a movement upon Richmond in co operation with Grant. These papers do not seem to be aware that the Union prisoners were removed from Andersonville some time since.

When Sherman captured Atlanta they were hastily removed from Andersonville and scattered at various points, Savannah, Charleston, and elsewhere, lest Sherman should take a fancy to send a raiding expedition to Andersonville to liberate them. Alfred Onderkirk, a member of the 1st District of Columbia Cavalry, captured in May last in the fighting below Petersburg, and who was sent to Andersonville, and afterwards (at the time of the Rebel scare) sent to Savannah, and made his escape by jumping from a prisoner train going out of Savannah, and whose arrival in this city we have noticed, reports that the Rebels have now located their main prison not at Andersonville, but at Millen, Georgia, a point at the junction of the Georgia Central railroad and the Savannah and Augusta railroad, about eighty miles from Savannah, sixty from Augusta, and ninety from Milledgeville.

At this point they have now gathered some 25,000 Union prisoners—a very tempting little detachment for Sherman to pay Millen a visit, supposing him to be ready making the bold advance towards salt water report assigns to him. Furthermore, Millen is on the direct line to be taken by Sherman, supposing him to be aiming, not at Charleston, or Mobile, or Wilmington, but at Savannah. A glance at the map will show that Savannah is the nearest point on the coast Sherman could reach from Atlanta, and Onderkirk's statements, as well as others, go to show that Savannah is more weakly defended on the land side than are either Charleston or Mobile, which places have been strongly fortified beforehand on the land side, in anticipation of attack in that direction from our land forces.

Onderkirk states, too, that Savannah was very weakly defended—so much so that detachments of marines from the vessels in the harbor were compelled to do sharp guard duty every third night. The country, too, traveled by Onderkirk on foot from Savannah to Atlanta presented no serious obstacles to a military movement, the country being level and the streams shallow, for the most part. The country, too, was amply stocked with sweet potatoes, corn and peas sufficient to sustain an army moving rapidly through.

This line of march would take Sherman directly through the district where the Rebels have stored millions of bales of cotton, and would enable him to pay attention to the immense manufactories for cannon, small arms, powder, locomotives, &c., at Macon, Columbus, and Augusta, which afford the main supply at this time for Rebeldom. Sherman, carrying with sixty days' provisions, eked out by supplies obtained on the road, could perform this work and reach tide-water, via Savannah, probably without encountering any obstacle that his daring genius could not overcome.

But he would not be in plight after such a march, and would not be prepossessed confidence, to enable him to sit down to the siege of cities defended on all sides like Charleston and Mobile.

The other programme attributed to him by some of our contemporaries of a march through upper North Carolina (pending to establish a government) to Wilmington, and then northward, is too impracticable, from its length of march and the impossibility of provisioning an army, to have probability.

The weight of presumption, then, is that if Sherman has really entered upon a movement to the seacoast, he is heading towards Savannah—more or thereabouts.

The Reports from West Atlanta and Rome destroyed—March to Augusta, Etc.

The Cincinnati *Commercial* of Thursday says:—

There is a most intense desire to hear from Sherman. That he is again "on the war path" and desperately bent on mischief, no one doubts, but when he left Atlanta, or where he was going, are yet complete mysteries, although each may have his own surmises. As Grant's movements will most probably depend and hinge on those of Sherman, all thoughts are traveling with the latter. There is a most wonderful absence of news from Chattanooga and Nashville about his intentions and movements.

The Richmond newspapers of the 11th are said to hint that startling news might soon be expected from Sherman, but whether this was based on direct and positive knowledge of their own, or upon the hints and statements to the same effect in New York papers, is not yet known; but we expect the latter. The report that Sherman has already reached Augusta, Ga., is, of course, untrue; because it would be impossible, supposing, as is most likely the case, that his army did not leave Atlanta until the 8th. The latest news we have from him is contained in the following; whether it is true or not, we leave each reader to judge for himself:—

The Illinois *State Journal* (German) of yesterday states, on the authority of the army-vote commissioner of Iowa, who was passing through Chicago on his return home, that when he left Atlanta a considerable part of Sherman's army had gone southward, and that the general opinion there was that they were going to Savannah, via Macon and Milledgeville. The wildest enthusiasm prevailed among the troops for their chief and his new enterprise. A large number of torches were left in Atlanta to burn the town as soon as the last troops had left, and the barracks of the 20th Corps had already been destroyed. When he left Rome that city was in flames, and a large amount of cotton had been burned there, although it was claimed by Paris and Hamburg houses as being hypothecated to them.

Immediately after the train which carried this Commissioner had passed the Chattahoochee, the great bridge over that river was destroyed. It was the intention to destroy the whole road between Atlanta and Chattanooga, as General Sherman was fully convinced of his ability to subsist his army in the rich and fertile country through which he was to pass. The latest telegraphic news, according to which a Rebel attack had been repulsed at Atlanta, does not conflict with this gentleman's statements, but only proves that Sherman's army had not yet all started on their campaign."

SHERMAN ON THE MARCH.

The Indianapolis *State Journal* has the following:—

This veteran war chief is again on the path of the enemy. What his destination is is kept within his own resolute brain.

Swinging clear of Hood and his army, he marches forth to capture and destroy. The boldness of his movement astonishes, while it pleases all. Cautious and faint-hearted people may tremble for his safety, with Hood in rear, but should Hood attempt to follow Sherman, he will find Thomas with ample force hanging upon his own rear, or much damaging fellow.

The distance from Atlanta to the three chief objective points before Sherman is great, and would be appalling to any commander who did not see clearly as he does how to use the legs of his army. From Atlanta to Augusta is one hundred and seventy-one miles; from Augusta to Charleston one hundred and twenty-one miles; to Savannah one hundred and thirty-six miles. From Atlanta to Montgomery is one hundred and forty-two miles; from Montgomery to Mobile one hundred and ninety-seven miles.

But the country is not difficult; no mountain ranges lie in the way to make transportation laborious, such as Rosecrans met in Tennessee, in his campaign against Chattanooga; no passes or defiles present easily defensible positions to an opposing force; the whole region both to the south and east is rich in food, and has been unbonched by the war. And in whatever direction they may march, Sherman and his troops well know that at the end of their route friendly cooperation and abundant supplies await them. They are swimming towards the shore, and every inner knows the moral advantage of that.

Sherman Possibly at Andersonville.

The Cleveland (Ohio) *Leader* of yesterday says:—

The letter we publish this morning from Atlanta shows that the movement of Sherman is much from Atlanta began on the 5th of November. The Richmond papers announced on the 10th that startling news has been received, probably that announcing Sherman's approach towards Macon. Macon is about one hundred miles southeast of Atlanta. Andersonville, where 30,000 of our Union soldiers are confined, is on a railroad running south from Macon to Fort Gaines, on the Chattahoochee river.

It is about fifty miles from Macon. Sherman probably first seized the railroad at Macon, and by this time may have reached Andersonville. If the Rebels should attempt the removal of the Union prisoners further south, they would be obliged to move them towards Mobile or Montgomery. If these prisoners are secured, many of them may be fit for field service; others can be sent back to Atlanta. We watch with almost breathless interest the results of this astonishing movement. If successful, it will place Sherman at the head of the military chieftains of modern times. Every loyal heart North prays devoutly for his success.

Sherman's Preliminary Movements.

Sherman had on November 9 forty-seven thousand men, ten thousand of whom were cavalry. These he divided into two columns. The first column left Atlanta on November 9, and marched south to Macon, Georgia. From there it was the intention to go to Milledgeville, the capital of the State, where a large number of Federal prisoners were confined. These are to be released, and the column will then turn east to Augusta.

On November 12, the second column of Sherman's army left Atlanta, going directly towards Augusta. It was hoped that a junction of the two columns could be effected by November 16, when a march eastward to Savannah, or Charleston, was to be made. Sherman carries sixty days provisions with him, principally droves of cattle, which can be taken along without much trouble.

We have information from Southern sources that a contest had been fought at Rough and Ready, on the railroad running from Atlanta to Macon, between the advance of one of Sherman's columns and some Georgia State troops. There is little doubt that the State troops were defeated, and then the column pushed successfully forward. Hood, on November 10, was at Tuscumbia, Alabama, south of the Cassa river and was marching as speedily as possible towards Atlanta.

The Commander of the Cavalry—Major-General Judson Kilpatrick.

Sherman has ten thousand cavalry with him, forming a corps under command of General Judson Kilpatrick. This corps is composed of two divisions, commanded by Generals Stanley and Wilder. General Kilpatrick, the dashing cavalry leader, was born near Dickertown, Sussex county, New Jersey, on January 14, 1836. He is, therefore, but twenty-eight years of age. Displaying early in his youth a fondness for military life, he obtained, through the influence of his father, Colonel S. Kilpatrick, an admission into the West Point Military Academy, whence he graduated early in 1861, fourteenth in his class.

He entered the United States Army on May 6, 1861, as a Second Lieutenant of Company C, of the 1st Regular Artillery, and on the 14th of May obtained a first lieutenancy. He was allowed leave to accept the Captaincy of Company H, 5th New York Volunteers (Duryea's Zouaves), and with it participated in the battle of Big Bethel, June 10, 1861. During this contest he was severely wounded. On his recovery he was commissioned Lieutenant-Colonel of the Harris Light Cavalry of New York Volunteers, with rank from August 1, 1861. His regiment was soon after attached to the Army of the Potomac, and engaged on outpost duty. He was afterwards appointed its Colonel.

During the Pope campaign with the Army of Virginia Colonel Kilpatrick's regiment was attached to General John Buford's Brigade, and participated in the operations along the banks of the Rappahannock during August, 1862. He took part in the Maryland campaign under General Pleasonton, and particularly distinguished himself while at Falmouth, during General Burnside's control of the Army of the Potomac. During the famous Stoneman raid to the rear of General Lee's Rebel army, Colonel Kilpatrick commanded the 1st Brigade of the 3d Division of Stoneman's Corps. During this expedition he led his regiment through the enemy's territory, and took them safely to Gloucester Point, opposite Yorktown. The dash was full of adventure, and about two hundred miles were traveled in less than five days.

Colonel Kilpatrick succeeded in capturing over three hundred prisoners, with a loss of only one officer and thirty-seven men. His command was taken back to the Rappahannock by way of Orleans, thus making a detour of the whole of the Rebel army under General Lee. For the success of this movement, and for other brilliant dashes, he was promoted to the rank of Brigadier-General of Volunteers, with a commission dating from June 13, 1863.

During the Pennsylvania campaign or rather the movements preceding it, General Kilpatrick's Brigade greatly distinguished itself, especially at Aldie, June 17; Middleburg, June 21, and Hanover, Pa., July 4, 1863. During the battle of Gettysburg he commanded a division of Pleasonton's Cavalry, and was engaged in the pursuit of the Rebels to the Potomac, after which he came to New York city, where he commanded the cavalry force in the district during the riot of July, 1863.

He commanded an expedition during September, 1863, to recapture the gunboats *Satellite* and *Reliance*, and as far as this force was concerned the movement was a complete success. During the advance of the Army of the Potomac, in November, 1863, the cavalry were very actively engaged.

General Kilpatrick is a man who has suddenly been left alone in the world. About the latter end of 1863 he lost his wife, and on the 29th of January, 1864, his child died at West Point. Previous to that event he had lost his father, mother, brothers, and sisters. He has met with some narrow escapes during the present war, and has been wounded several times. His ride to Richmond was one of the most extraordinary adventures in history. General Kilpatrick was ordered to General Sherman's army last spring, and was in several battles in Georgia; was wounded near Resaca; returned home to New York; got well, and again joined Sherman at Atlanta two months ago.

Atlanta Gone—Rome Evacuated and Destroyed.

Correspondence of the Cincinnati Gazette.

NASHVILLE, November 14.—What I telegraphed you on the night of the 11th instant, concerning the burning of Atlanta, was, at that time, strictly true. The Gate City of the South still stood that evening, and communication with it, both by telegraph and railroad, was uninterrupted. Before the present day is past, however, the appropriate inscription for that city will be—"Atlanta was."

The destruction of the Western and Atlantic railroad has already begun; by to-morrow morning Atlanta will probably be in ruins; and the commander-in-chief of the military division of the Mississippi will be on his way for some point known only to himself and the Government at Washington. Probably, for a month to come, anything more than this (except as we may get information through the Rebel prints) will be mere conjecture and speculation. Rome was evacuated and destroyed two days since, and on Saturday, the 15th instant, the heads of our columns left Atlanta and moved towards their point of destination.

The Course of General Sherman.

It is not reasonable to suppose that General Sherman would, after leaving Atlanta, move directly eastward to Augusta over the Georgia railway, leaving, on his march, so formidable an avenue of communication as the Grand Southern Trunk, above described.

Should he do so, he would have a distance of 171 miles to traverse, while from Macon to Milen, which is the junction of the Augusta branch, is but 109 miles, and from thence to Augusta is 33 miles, making a total of 142 miles. The distances on the Atlanta and West Point, and West Point and Montgomery roads are as follows:—

To East Point	6 miles	To Lochapoka	5 miles
To Fairburn	12 miles	To Notasulga	7 miles
To Palmetto	7 miles	To Chehaw	7 miles
To Newnan	18 miles	To Franklin	6 miles
To Grantville	12 miles	To Chunnenuggee	7 miles
To Hogansville	7 miles	To Shorter	6 miles
To Lagrange	11 miles	To Cleora	4 miles
To Long Cane	6 miles	To Mount Meigs	7 miles
To West Point	9 miles	To Montgomery	11 miles
To Lanett	11 miles		
To Roanoke Road	9 miles	Total from Atlanta	
To Opelika	4 miles	to Montgomery	151 miles
To Auburn	4 miles		

From Atlanta to Macon the distance is as follows:—

To East Point	6 miles	To Barnesville	8 miles
To Hough & Ready	5 "	To Gray's	4 "
To Chapman's	7 "	To Culler's	6 "
To Jackson's	6 "	To Forsyth	6 "
To Lowden's	6 "	To Sun's Ferry	6 "
To Fayette	3 "	To Prattsville	5 "
To Griffin	6 "	To Howard's	9 "
To Tri-Joda	6 "	To Macon	8 "
To Molena	6 "		
Total			101 "

There are no streams of consequence to cross on this route.

Macon is situated on the west bank of the Ocmulgee river, and is the capital of Bibb county, Georgia, thirty miles southwest of Milledgeville. It is at the head of steamboat navigation and at the junction of the Georgia Central with the Macon and Western railroads, one hundred and ninety-one miles from Savannah.

It is a place of some note, having eight churches, a college, two banks, four printing offices, and about six thousand inhabitants. A bridge three hundred and eighty-nine feet in length crosses the Ocmulgee.

Census of Chicago.

A new census of Chicago, taken by the Comptroller of that city, shows a population of 169,059, an increase of 31,167 since 1862. By the United States census of 1860 it was only 109,260. Increase in four years, 60,036. The present census is made up to the last of October last, and in detail is as follows:—

	Total Inhabitants.	Males under 21.	Males over 21.	Out d.
First Ward	11,278	2,725	799	292
Second Ward	12,571	4,085	1,089	659
Third Ward	14,295	5,092	1,838	903
Fourth Ward	10,108	3,429	1,284	59
Fifth Ward	8,803	4,023	1,719	2
Sixth Ward	9,466	4,145	1,839	15
Seventh Ward	13,834	5,194	2,969	16
Eighth Ward	7,523	3,597	1,577	9
Ninth Ward	10,099	4,223	1,264	54
Tenth Ward	11,138	4,098	1,432	73
Eleventh Ward	13,216	5,008	1,968	20
Twelfth Ward	8,811	3,965	1,723	4
Thirteenth W'd	6,341	2,913	1,288	2
Fourteenth W'd	5,245	2,462	1,073	0
Fifteenth Ward	13,989	6,147	2,810	2
Sixteenth Ward	13,348	4,908	1,865	60
Total	169,353	55,948	27,137	2,114

The total valuation of property in the city is $48,732,782. In 1860 it was $37,053,512. The present income from taxes is $974,655.

On the 1st of July, 1837, the city contained but four thousand inhabitants, and its receipts from taxes amounted to less than six thousand dollars.

—The engagements for the great prize of Paris, to be run for in the year 1866, are now closed. There are 94 horses entered. There are 83 entered for the year 1865, and 126 for the year 1864. There are 142 horses entered for the year 1865. There are 53 French horses and 41 English entered for the year 1866.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Saturday, November 19.

The Stock Market this morning recovered from the depression of the last few days, and at noon Reading was selling at 68 in this market and in New York at 68½. Gold rose to 224, which inspired the bulls, who bid up the general list several per cent.

The Gold Market is excited this morning, and prices have advanced about ⅝ ⅌ cent. since last evening. Opening at 216½, rallied and sold at 219 at 11 o'clock; 223 at 12; fell off and sold at 222¾ at 12½, and 219¾ at 1 P. M. Market closed weak and unsettled.

There is more activity in the Stock Market this morning, and prices have an upward tendency owing to the advance in gold. Government bonds continue firm, with sales of 5-20s at 104@104¼; 6s of 1881 at 110½; and 10-40s at 99¾, an advance of ¼; new City 6s are selling at 101¾.

In Railroad shares there is a firmer feeling, and prices have advanced, with sales of Reading to notice at 67¾@68, an advance of ¾; Pennsylvania Railroad at 65½@66, an advance of ½; and Philadelphia and Erie at 30¼; 15½ was bid for Camden and Amboy, an advance of ⅛; 45 for Little Schuylkill; 59¾ for Philadelphia and Germantown; 60 for Minehill; 30¼ for North Pennsylvania; 30 for Lehigh Valley; 51 for Elmira preferred; 38 for Catawissa preferred; and 65 for Philadelphia, Wilmington, and Baltimore.

City Passenger Railroad shares are firmer, but there is very little doing. 25½ was bid for Thirteenth and Fifteenth; 51¾ for Spruce and Pine, an advance of ½; and 65 for West Philadelphia; 70 was asked for Second and Third; 59 for Fifth and Sixth; 49 for Tenth and Eleventh; 48 for Chesnut and Walnut; and 28½ for Green and Coates.

In Canal shares there is very little doing, but prices are better. Schuylkill Navigation preferred sold at 40, an advance of 1½; 32¾ was bid for Schuylkill Navigation common; 75¾ for Lehigh Navigation; 99 for Morris Canal common; 15½ for Susquehanna Canal, an advance of ½; and 36 for Delaware Division.

Coal Oil shares are more active, and prices are rather better, with sales of Dalzell at 8½@9, an advance of ½; McClintock at 5¾; McElhoey at 6; and Germania at 1¾; 31½ was bid for Maple Shade, an advance of ½; 8¾ for Noble and Delamater; 7½ for Oil Creek; and 4¾ for Egbert.

Bank shares continue very firm and prices are rather better, with sales of Girard at 49¾, an advance of ½; Kensington at 87, an advance of 2; 173 was bid for North America; 30½ for Mechanics'; 30½ for Manufacturers' and Mechanics'; 56 for City; 47 for Commonwealth; and 45 for Union.

The Money Market continues very easy; loans on call are freely offered at 6 per cent. per annum; prime paper is scarce and in demand at 7@9 per cent.

PHILADELPHIA STOCK EXCHANGE SALES, NOV. 19. Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

BEFORE BOARDS.

100 sh Reading R.	67⅞	200 sh Excelsior Oil	1⅝
100 sh do	67⅞	100 sh Egbert Oil	4¾
100 sh do	67⅞	200 sh Corn Planter	7¾
100 sh do	68	200 sh do	7¾
200 sh do	68	100 sh Hibbard	bld 3
100 sh do	67⅞	500 sh do	2⅝
500 sh St. Nicholas	4¾	500 sh do	bld 2¾
100 sh do	4	500 sh do	2¾
200 sh Cherry Run	16	200 sh Mineral Oil	2¾
200 sh Curtin Oil	bld 12⅝	200 sh Bruner	2
200 sh do	12½	500 sh do	2
200 sh do	12¾	200 sh Fulton Coal	7¾
100 sh do	14	400 sh do	2
100 sh do	14¾	200 sh Organic Oil	1⅝

FIRST BOARD.

$20 U S 5-20s	104¼	400 sh Germania, b5	1¾
$1000 do	104	50 sh Honeyb'k Coal	61¾
$500 do	104	100 sh N. Y. & E.	90
$600 U. S. 10-40s	99¾	6 sh Sch Nav Co	49
$900 U. S. 6s '81	110½	200 sh Reading R.	68
$1000 1-Year Certificates	96½	200 sh do	67⅞
$100 Sch. Nav. Co. 7s	95	100 sh do	67¾
$500 Lehigh Val. R.	89¾	100 sh do	67¾
$500 N. Penna 7s	107	100 sh do	67¾
$1000 City 6s, new	101¾	100 sh do, b5	68
$100 Phil. & Erie 6s	85	300 sh do	68
20 sh Girard Bank	49¾	14 sh Penna RR.	65¾
60 sh Phil. & Erie	30¼	100 sh do	65¾
100 sh Dalzell Oil, b5	9	243 sh do	65
25 sh do	8¾	500 sh H. & S. Top.	100⅝
100 sh do, b5	9	100 sh Cherry Run	21
100 sh Phil. & Oil Co.	1¾	50 sh Amerdalo'd	50
200 sh McClintock	5¾	18 sh Kensington Bk.	87
100 sh McElhoey Oil	6		

—Quotations of Gold at the Philadelphia Gold Exchange, No. 34 S. Third street, second story:—

9¾ A. M.	216½	12 M.	223
11 A. M.	219	1 P. M.	219¾

Market exciting and active.

DE HAVEN & BRO., No. 20 S. Third street, quote as follows:—

	Buying.	Selling.
American Gold	218	220
American Silver, 4's and 5's	208	par
Dimes and Half Dimes	203	par
Spanish Quarters	203	par
Fenn. Currency	¼ dis.	½ dis.
New York Exchange	1-10 "	par.

Quotations of the principal Coal and Coal Oil stocks at 1 o'clock to-day:—

	Bid	Ask.		Bid	Ask.
Fulton Coal	7¾		Seneca Oil	4¾	5
Big Mountain Coal	5¾		Arcadia Oil		3¾
N. Y. & M. Coal	14		Germania Oil		1¾
Green M. C. &	4	5	Howe's Eddy Oil		1¾
N. Carbondale	2	3	Irene Oil	8¾	8¾
New Creek	¾	1	Pope Farm Oil	1	1-32
Cedar Dam Coal	¾	1	Jamestown	1¾	2
Clinton Coal	¾	1¼	Dalzell Oil	8¾	9¼
Butler Coal	10	12	McElhoey	6	6¼
Diamond Coal	20	25	Roberts Oil		3
Sunbury	10	15	Noble & Delamater	8¾	9
Monongey Iron	16¼	18¾	Hibbard	3	3¼
Penn Mining	20		Honey Farm	2¾	3
Connecticut	4	5	Keystone	1¾	2
Keystone Zinc	1¾	2	Excelsior Oil	1¾	2
Excelsior Oil	8	1¼	Petroleum Centre	3¾	4¼
Big Tank	2¾	3¼	Egbert	4	4¾
Continental	4¾	5¼	Rock Island	1	1¼
Farrell	3	3¼	Allegheny River	1¼	1¾
Oil Creek	7¼	7¾	Tarr Farm	8	8¼
Maple Shade Oil	31	36	Phila & Oil Creek	1¾	1¾
McClintock Oil	5¾	6	Bull Creek	3¾	4
Pennsylvania Pet.	1	3	Germania	1-32	1¾
Perry Oil	3	4	Corn Planter	6	7
Mineral Oil	2-32	3¾	Regan		2¾
Keystone Oil	1¼	2	Rock Oil	1¾	2
Venango Oil	¾	1	Tarr Farm	2¾	3¼
Union Petroleum	2¼	2¾	Globe Farm	1¾	2¼
Beacon Oil	1	1¼			

—The following are the receipts of Flour and Grain at this port to-day:—Flour 1440 bbls.; Wheat, 7300 bushels; Corn, 7100 bushels; Oats, 5900 bushels.

PHILADELPHIA TRADE REPORT.

SATURDAY, November 19.—Business moves slowly in all departments, but there is not much change to record in prices.

The export demand for Flour is quite limited, and fifty 600@700 bbls were shipped off at $11@11 25 ⅌ bbl, for extras and $12@13 for fancy lots, according to quality. There is a limited home consumption demand within the range of these figures. Small sales of Rye Flour at $8—a decline of 25c. In Corn Meal no entire sales of 1000 bbls. Brandywine on terms not made public.

The demand for Wheat is limited, at the decline recorded yesterday, and sh at 3000 bush Pennsylvania and Southern red sold at $2 50@2 55 ⅌ bush. In the absence of sales of white, we quote at $2 60@2 80; Kentucky sells at $2 70. 3000 bush. yellow Corn sold at $1 70, a decline of 5c. ⅌ bush. Oats are in good request at 85c.

There has been a steady demand for Fish oils at our quotations: sales of Crude Whale at $1 45; Bleached Winter do at $1 65; and Winter Sperm at $2 40@2 45, cash. Linseed Oil has been in limited request, and small sales are reported at $1 30@1 40 cash, a decline. In Lard Oil not little doing and very little here: small sales of Winter at $2 25@2 35, an advance, and of No. 1 at $1 70. A sale of 45 bbls City distilled Red Oil at $1 05@1 05, cash. In Sealed Oil nothing doing. Petroleum—the demand has been very moderate since our last report, but prices are well maintained; sales of Crude at 45@46c.; Refined, in bond, at 90@95c., and free at 80@85c. Residuum sells at 27@30c.

Whisky is dull and declining, sales of 200 bbls. Pennsylvania and Ohio at $1 77, and some Drudge at $1 74.

LATEST MARINE INTELLIGENCE.

CLEARED THIS MORNING.

Steamship E. C. Knight, Gallagher, New York, W. J. Taylor & Co.
Barque Frowens (Br.), Brown, Falmouth, for orders, E. A. Souder & Co.
Brig Kittie, Yates, Pensacola, J. E. Bazley & Co.
Schr Omaha, Robinson, do. do.
Schr Altavela, Reed, Cardenas, do.
Schr J. & H. Crosby, Crowley, Boston, do.
Schr Agile, Smith, Barbados, C. O. Van Horn.
Schr Ida McLeod, Cook, New Orleans, D. S. Stetson & Co.

ARRIVED THIS MORNING.

Barque Pathfinder, Robinson, 10 days from Pensacola, in ballast to J. E. Bazley & Co.
Brig Adelo (Br.), Mackenzie, 16 days from Windsor, N. S., with plaster and potatoes to C. O. Van Horn.
Brig Ida M. Comery, McLellan, 5 days from Ferriere Monroe, in ballast to J. E. Bazley & Co.
Schr A. Bartlett, Bartlett, 5 days from Beaufort, in ballast to captain.
Schr Mantua, Maxon, 1 day from Frederica, Del., with wheat to James Barratt.

AT THE BREAKWATER.

Brig Albert Adams, Ayres, from St. Martins 24 inst., salt, has been ordered to New York. Lost, brig Eva and schr Chief, both for New York in a few days.

IMPORTATIONS.

Reported for The Evening Telegraph.

WILMINGTON—Schr Adam Mackenzie—43 tons plaster 113 bbls potatoes C. O. Van Horn.