THE SCHUYLKILL BRIDGES.—The difficulty with the port wardens in the above matter having been referred to the Attorney General, and his decision not having yet been announced, the work is still being pushed forward. The coffer-dam is being filled in with the best quality of gravel, which is hauled from the Bush-hill pits. To resist the immense lateral strain, it will, perhaps, be necessary to strengthen the northern frame of the coffer-dam with stays. The southern side having an outward slope, will be sufficient to resist the pressure upon it. The stone work will be commenced on Saturday week, provided no unforeseen delay should occur. About 300 perch of cut stone is now upon the ground. The foundations for the abutment upon the western side of the river may possibly be commenced during the present season, although nothing more than the driving of the piles can be accomplished.

The new bridge of the Pennsylvania Railroad Company, at Gray's Ferry, will be opened for travel within three weeks.

The superstructure, which is of iron, will be placed in position in about two weeks. The "draw" on the bridge is of wrought iron, and has been made on an entirely new principle. It will be finished and got in working order within a short time. The craft doing business along the river front have not apparently been incommoded thus far, and the draw will make ample provision for any difficulty in this respect hereafter.

A circular tressel-work, about 1500 feet in length, constitutes the western approach to the bridge. This tressing, which is thirty feet high, will shortly be filled up with earth and substantially supported. On it a track will be placed, connecting the West Chester Railroad with the Baltimore Railroad, at a point seven hundred feet beyond the Arsenal wall. This distance, from the bridge to the point of intersection, has been lately graded and put in readiness for the laying of the rails, which have already been supplied.

When completed the bridge will be a means of greatly facilitating the transportation of freight from the Pennsylvania Railroad, west of the Market-street bridge, to the foot of Washington street, on Delaware avenue. At present, the burden cars of the company are hauled along Dock and Third streets—thoroughfares which, more than all others, should be free from such obstructions.

The wire-bridge is at last completed to all intents and purposes. It will be opened for the passage of vehicles to-day or to-morrow. It is now in a position to outlive the present generation, being fastened, braced, and otherwise renovated. The planking of the entire roadway and footwalks, as well as the cross-ties depending from the wires, have been coated with pitch, which greatly increases their durability, rendering them impervious to moisture. There is still one thing remaining to do, to add to the appearance of the structure—and that is to treat it to a liberal coat of pure white paint. The cables are looking dusky, and the railing is shabby, in the shabbiest sense of the term.

NAVAL MATTERS.—The U. S. schooner *Marie A. Wood* has been placed in commission at the navy yard. The *State of Georgia*, Commander James F. Armstrong, will soon be placed in commission. The U. S. schooner *A. Hugel* is to be converted into a bomb fire-proof. The *Saxon* will be entirely completed by the 1st of January. The keel of the ship was laid on the 1st day of last May; consequently, about eight months have been occupied in completing the work. The captain is S. H. Matthews, formerly commander of the *Phiwens Sprague*.

Proceedings of Councils.

The stated meeting of both branches of Councils was held yesterday afternoon.

SELECT BRANCH.

THEO. CUYLER, President, in the chair.

The usual petitions and communications were received and properly disposed of.

A communication was read from the City Solicitor relative to laying a passenger railway on Broad street.

The Committee on Water reported against supplying water free to the Jewish Foster Home. The committee were then discharged.

The same committee also reported a resolution to lay water pipe on Bedford street, First ward, Guyler street, Fifteenth ward, and other streets. Agreed to.

The committee to verify the cash accounts of the City Treasurer reported as follows:

City fund	$159,289 91
Trust fund	80,078 34

Mr. FENTON offered a resolution instructing the Committee on Police to inquire into the expediency of extending the river and harbor police. Laid over.

Mr. NEAL offered a preamble and resolution relative to the cruelty of animals engaged in hauling freight cars, and that the Mayor be instructed to have one thousand copies of the act of 1855, relative to this cruelty printed in handbill form and distributed for the benefit of drivers, &c., and that any police officer who shall refuse to arrest persons detected in maltreating animals under their charge, shall be dismissed by the Mayor. Agreed to.

The following resolutions were read:

Resolved, By the Select and Common Council of the city of Philadelphia, that the thanks of the City Councils are due, and the same are hereby tendered, to Captain Charles Wilkes for his bold, daring, and patriotic conduct in arresting and taking into custody the two arch-traitors Messrs. Slidell and Mason, and that we indulge the hope and belief that his course will be fully approved and sustained by the Administration.

Resolved, That a copy of the resolutions be engrossed and transmitted to Captain Wilkes.

The resolutions were agreed to.

Mr. SMEDLEY offered a resolution that the Commissioner of City Property be authorized to sell at public sale the building formerly used as the Twenty-third-ward station-house; also, two other buildings between Frankford road and Paul street. Referred to the Committee on City Property.

The ordinance offered at a former meeting by Mr. Neal, relative to the cruel treatment of mules, was, by request, withdrawn.

The resolution from the Committee on Schools, authorizing the purchase of a lot in the Twenty-fourth section, for school purposes, was postponed.

The bill offered at a previous meeting for the further defence of the city was referred back to the committee.

The bill relative to leasing the North Pennsylvania Passenger Railway was called up, and, after considerable discussion, was postponed for two weeks, on condition that it is at once placed in order.

Mr. NEAL moved that the Chamber go into a Committee of the Whole for the purpose of considering an ordinance relative to the municipal departments; which was agreed to, and Mr. McINTOSH took the chair.

The first section of the bill was read, when Mr. CUYLER moved that the committee rise and report progress, and that the further consideration of the same be indefinitely disposed of. He made this motion, as there was a bill, which would soon be brought before the Chamber, much better adapted to reduce the expenses of the city than the present one.

Mr. NEAL was opposed to a postponement. He thought the matter one of vital importance, which should be at once considered.

Before the vote was taken the Chamber proceeded to meet Common Council in convention for the purpose of electing certain officers.

The Chamber upon reassembling voted down the motion to postpone.

The first section of the bill, which has been published in *The Press*, was adopted.

The second, third, and fourth sections were struck out.

The next section, providing that one person shall serve as Commissioner of Highways, and that he shall be chosen in January, 1867, and in accordance with the amendment of Mr. Dougherty, at the last stated meeting of that month gave rise to a long and spicy debate, the matter being made purely a political contest.

On motion, the committee finally arose and asked leave to sit again.

The Chamber then adjourned until Wednesday next, when a special meeting will be held, in order to dispense with the one on Thursday.

COMMON COUNCIL.

A communication from the City Controller, giving the salaries of the Market and Highway Departments, was referred to the Committee on Markets and Highways.

A communication from Strickland Kneass, Esq., was read in regard to the decay of certain portions of Market-street Bridge, and was referred to the Committee on Highways.

A petition from the Twenty-fourth ward asking the placing of gas lamps on Woodland street was referred.

A petition from the Twenty-fourth ward asking the removal of the railroad on part of the Darby road was referred to the Committee on Highways.

Mr. ANDREW MILLER presented a resolution to the effect that next Thursday having been designated by the Governor as a day of thanksgiving, Councils meet on Wednesday of next week.

A bill from Select Council in regard to the placing of water pipes in Christian and other streets was agreed to.

A resolution from Select Council in relation to the portrait of the late Lieut. John P. Greble was agreed to.

An amendment ordering that the portrait be placed in Common Council Chamber, instead of Independence Hall, was lost—the yeas being 22, and the noes 30.

Mr. HAUSER moved that the City Commissioner be requested to provide a hall in which shall be placed the portraits of those who may distinguish themselves in the present war.

Mr. NINESTEEL hoped that only the portraits of those engaged on the side of the Government would be hung there, and that the bodies of others would be hung elsewhere.

The whole matter was finally postponed.

A bill from Select Council appropriating $1,200 to the Controllers of Public Schools was lost.

Councils then met in convention, and elected the following-named gentlemen to serve as railroad directors:

Pennsylvania Railroad—Messrs. John M. Kennedy, F. C. Knight, and Wm. Martin.

A vote was taken on the election of directors of the Northwestern Railroad, when, no quorum having voted, the convention adjourned.

A resolution from Select Council, in regard to the printing of the addresses delivered on the 17th of September, by the Hon. George M. Dallas and Alexander Henry, Esq., was agreed to.

An ordinance from Select Council, in regard to the widening of Delaware avenue, from the north line of Arch street to the north line of Vine street, was passed.

An ordinance from Select Council, making an appropriation of $200,000 for the relief of the families of volunteers, was read.

Mr. LAUGHLIN said that out of the former appropriation of $300,000, some $274,000 had been expended.

Mr. FREEMAN opposed the passage of the bill. He said that there was more work to be had this year than usual. If I had to commence over again I would oppose the original appropriation. The better class of people do not like to accept of the bounty of the city. It is time that the same was blocked. The volunteers are now getting $30 a month, including rations, bounty, medical attendance, &c.

Mr. CRESSWELL said that if Mr. Freeman had ever visited the families of volunteers, he would not talk about there being abundance of work. What is the scanty pittance paid for sewing when contractors have pillaged the largest part of it?

Mr. A. MILLER said that many occupations usually open to females are not to be had this year. He favored the passage of the ordinance.

Mr. FREEMAN said he had seen a volunteer married the night before he was to leave with his regiment, thus putting the wife on the city for $1 a week.

An ordinance from Select Council appropriating $473 for the Controllers of Public Schools was read, when it was discovered that it had been already passed and signed by the Mayor.

An ordinance from Select Council, making an appropriation for repairs at Fairmount Park, was read and indefinitely postponed.

Mr. FREEMAN moved a reconsideration of the vote by which the lease of Chestnut-street wharf was not agreed to. Postponed.

On a motion to adjourn, Mr. LYNN moved a call of the yeas and nays, for the purpose of showing who were and who were not present. He also announced his intention to do so whenever a motion to adjourn was made, and no quorum was present.

The yeas were 7 and the noes 29. Adjourned.

Proceedings in the Courts.

Yesterday morning, in the United States District Court, before Judge Cadwalader, John Huston was placed on trial, charged with making counterfeit half dollars. In September last, Messrs. Taggart, Scott, and Smith, of the detective police force, visited the house of the defendant, at Richmond, and arrested him on the charge of counterfeiting. His wife, who was present, attempted to leave the house after the arrest of the accused, but was stopped by the officers, who suspected her of endeavoring to carry away the evidences of guilt. She denied having anything concealed about her person, but while she was conversing with the officers, a portion of the counterfeit money dropped from her clothes. She then stated that her husband had requested her to conceal the money and implements. The accused then directed her to give up all the things, at the same time remarking that he was good for five years.

A large quantity of counterfeit coin, in various stages of preparation, was found in the house. Verdict guilty.

DISTRICT COURT — Judge Stroud.—John Gross, treasurer of the Philadelphia Hide and Tallow Association, vs. David Thain and Charles McKeone. This was an action to recover a sum claimed for tallow, sold and delivered to defendants. Verdict for plaintiff for $1,828.

Bailey vs. Hess. This was an action of replevin, and the jury returned a verdict for the defendant, and assessed damages at $201.82.

Edward W. Wilson vs. Conrad Blynd. An action of ejectment, to recover possession of a house and lot on Master street. Plaintiff claims title under a sheriff's deed to him on the sale of the property under an execution issued by plaintiff on a judgment obtained against the firm of Blynd & Ramb. Margaret Blynd, the wife of defendant, came in as defendant, and alleged title under a conveyance by John Ramb, her husband's partner, who was grantee of herself and her husband. The consideration of this conveyance, it was alleged, was derived from the earnings of the wife and her daughters.

The Court of Common Pleas was not in session, nor the Court of Quarter Sessions.

A PAPER FOR THE CAMP AND FIRESIDE.

FORNEY'S WAR PRESS,

PUBLISHED EVERY SATURDAY, CONTAINS

SPIRITED ENGRAVINGS of General Hunter, Captain Wilkes, and the Coast of South Carolina.

WAR SKETCHES.—"Charlotte's Love," by Geo. Alfred Townsend; "Ready!" The Coast of South Carolina; Captain Charles Wilkes.

WAR POETRY.—A National Hymn, by Oliver Wendell Holmes—Zagonyi, by C. H. Baker—The Captain of the Gun, by Dr. C. D. Gardette—E. Pluribus Unum—Our Soldiers.

EDITORIALS.—The Latest War News—The Republic Triumphant—The Advance of Dix—An Important Order—The Termination of the War, &c.

THE "LETTERS FROM OCCASIONAL."—The Plaints of the Traitors in the Army and Navy Well Supplied—The Union Men of Eastern Tennessee—The Proclamation of General Sherman—The Terror in the South—The Arrest of Mason and Slidell—The Blunders of Maryland, &c.

SPECIAL DESPATCHES FROM THE CAPITAL.—The Skirmish near Falls Church—Gwin, Benham, and Brent—Colonel James S. Jackson—The Eastern Counties of Virginia—George D. Prentice—General Cameron's Order to General Sherman—From the Upper Potomac—The Change of Sentiment in England—Deaths of Pennsylvania Soldiers, &c.

NAVAL EXPEDITION.—Letter from the Special Correspondent of *The Press* on board the Steamer "Atlantic"—Letter from the Steamer "Pocahontas"—Letter from the Flag Ship "Wabash"—Official Despatches of Captain Dupont and General Sherman—Scenes of the Fight—The Charleston *Mercury's* Account of the Battle, &c.

FROM THE SOUTH.—The Message of Governor Pickens—The Burning of the Bridges in Tennessee—Fright at Savannah—Confederate Naval Notice—The Threats of the Rebels to Hang Colonel Corcoran—The Blockade and its Efficiency—The Invasion of the South from Eastern Kenucky, &c.

THE ARMY.—General Grant's Official Report of the Battle at Belmont—Expedition to the Eastern Shore of Virginia—Later from Port Royal—Proposed Expedition Down the Mississippi—Important from Rosecrans Command—Threatened Demonstration Against General Kelly—From Fortress Monroe—The Second Affair at Santa Rosa Confirmed, &c.

FROM KENTUCKY.—Humphrey Marshall—Charles M. Marshall—General Sherman Engaging in a "Naval Expedition"—The Military Situation in Kentucky, &c.

FROM MISSOURI.—General Halleck at St. Louis: Rebel Prisoners—General Hunter's Movement—General Hunter Repudiates Fremont's Treaty with Price—The Condition of Price's Army, &c.

WAR WIT.

LOCAL INTELLIGENCE—FINANCIAL AND COMMERCIAL NEWS—WEEKLY REVIEW OF THE MARKETS—CATTLE MARKET, &c.

Single Copies for sale at the Counter of *The Press*.

TERMS:—One copy, one year, $2; Three copies, one year, $5; Five copies, one year, $8.

November 21, 1861.

CAPTAIN WILKES, of the *San Jacinto*, is about fifty-six years of age. Though every inch a sailor, and not often given to the melting mood, the blind god, according to the Brooklyn *Times*, once succeeded in sending one of his shafts clear through his rough southwester, which found a lodgment in his honest heart. The bow from which the shaft was speed hung in the eyes of a fair girl, and straightway the jolly tar fell head over ears in love. He prosecuted his suit with vigor. The girl was "a lass who loved a sailor," and so called up on him and consented to become his wife. But he had a rival in the son of a respectable tallow-chandler, well-to do, called Slidell, and young Slidell, feeling considerably cut up at being cut out, refused to accept "the mitten," but, not having spirit enough to throw down the glove to his sailor rival, contented himself with "poisoning" the mind of the "stern parient" of the fair one, until he refused his consent to his daughter's marriage with the bold Charlie Wilkes, and insisted upon her giving her hand to young Slidell, which, after many protestations and the customary amount of tears and hysterics, she did, and became Mrs. John Slidell. The bold Charlie Wilkes did not pouk and pine or let his melancholy feed on his weather-beaten cheeks, but went to sea and smothered his grief in attending to duty, and maintaining the honor of his nation's flag, never seeing his "lady loss" again, but rejoicing in his successful rival for her hand and heart until he saw him standing a prisoner on board his ship, a traitor to his country, and a rebel against the flag the honest tar had spent his life in defending. Such is the romance of war.

FINANCIAL AND COMMERCIAL.

THE MONEY MARKET.

PHILADELPHIA, November 21, 1861.

Prices were lower at the stock market to-day. Reading Railroad shares sold at 17⅞ at the first board, and afterwards at 17 56-100. City sixes, of the new issue, are weaker, and State fives heavy at previous quotations. The market closed heavy and dispirited, the result of the assaults by the bear interest upon the market in New York.

In the money market there is no alteration of any kind to note. Capital is plentiful as ever, but confidence is wanting and credit dear.

To-day's *Herald* says that, in New York yesterday morning, a concerted bear attack was made upon the market, and a decline of nearly one per cent. on the general list was the result. Despatches from Washington were exhibited stating that Lord Lyons had already taken up the case of the *Trent* in a spirit most hostile to this country; and, by way of aiding the effect of this alarming intelligence, a quantity of Central, Erie, and other cash stock, was thrown upon the market at the opening, and slaughtered. For the time the manœuvre was successful. But the moment an attempt was made to cover contracts between the boards, the market reacted, and it became evident that the purchase of a very few shares would cause a general advance. Accordingly, at the second board the bears renewed their efforts, and, by freely offering their options, succeeded in again marking stocks down to the lowest points of the morning.

The Trenton (N. J.) *American* says: "We learn that the bank chartered by the Legislature of 1860, under the title of 'The Merchants' Bank,' is about to go into operation. The capital stock of the bank is, we believe, $300,000, with the privilege of increasing to a half million of dollars."

A new banking law of Wisconsin goes into effect on the 1st of December, by which the State currency will be convertible at all times into New York exchange, at a rate of discount not exceeding three-quarters of one per cent.

The Cincinnati *Gazette* says:

"We understand that the formation of a grand railway combination between Canadian railroads is in progress, which is to comprise the Grand Trunk, Great Western, and Great Western and Lake Huron Railways. The plan, as far as matured, seems to be to include into the scheme that portion of the Grand Trunk west of Toronto only, and has for its principal object the discontinuance of a hurtful competition for freight. The triple combination will be more strong in the council of Mr. J. C. Brydges, and it is probable that his visit to England at this time is not unconnected with the matter. The natural effect will be to increase the price of freight, and to this extent it will be antagonistic to the interests of the grain producers. Yet, it must be remembered that the railways, and especially the Grand Trunk, have frequently carried through freight at a positive loss to the company, and that so it is not possible such a state of things should last for any lengthened period, the formation of the union is not a matter of surprise."

The same paper publishes the following letter, addressed to itself:

PITTSBURG, FT. WAYNE, AND CHICAGO RAILWAY, GENERAL SUPERINTENDENT'S OFFICE, PITTSBURG, Nov. 14.

EDS. GAZETTE: In your railway column, you give currency to the following erroneous statement:

AN IMMENSE CORPORATION.

The Pennsylvania Railroad Company, before it has scarcely accomplished the production of the Philadelphia and Erie, and Pittsburg and Chicago lines, is announced to have swamped up and absorbed another railroad, being the East Brandywine and Waynesburg.

The Pennsylvania Railroad Company has never made an attempt to *bolt* the road; nor even to masticate it with a view to swallowing it. The management of this road is wholly independent of the Pennsylvania Railroad Company, excepting so far as she has, like any other shareholder, the right to vote for a Board of Directors. The whole number of shares of capital is 124,061, of which that company holds 16,330 shares or about thirteen per cent. These two roads are one, in binding together the Atlantic coast with the valleys of lakes and Mississippi, in business and social relations, are essential to each other: but each is wholly independent of the other in its practical management.

Truly yours,

G. W. CASS.

The New York *Shipping and Commercial List* furnishes the following statement of the export of breadstuffs from the United States to Great Britain and Ireland, since the first of September to the latest dates, from the several ports:

	Flour. bbls.	Meal. bbls.	Wheat. bush.	Corn. bush.
New York	220,351	300	4,207,717	2,939,011
Philadelphia	43,152	....	549,798	61,032
Baltimore	.....	....	112,729	.....
Boston	11,166	....	.....	20,305
Other ports	.....	.....	235,314	.....
Total, 1861	276,399	300	5,103,758	3,070,351
Total, 1860	629,511	2,425	8,137,204	1,033,211
Increase	.....	.....	.....	2,037,140
Decrease	253,112	2,125	3,033,446	.....
Total, 1859	78,257	....	189,599	.....
Total, 1858	68,418	....	416,092	305,685

TO THE CONTINENT.

	Flour. bbls.	Wheat. bush.	Corn. bush.	Rye. bush.
New York	380,932	5,552,212	221,113	333,527
Other ports	9,767	19,968	.....	13,337
Total, 1861	390,699	5,572,180	221,113	365,914
Total, 1860	12,673	165,923	15,430	350
Total, 1859	9,642	.....	.....	.....
Total, 1858	36,333	48,512	6,621	.....

The Dunkirk *Union* says:

We saw in the depot, one day last week, an engine, which seemed to be a novelty, even to railroad men. It was the coal-burner Hackensack, a miniature specimen of a locomotive and tender combined. It has but one driving wheel on a side, and is capable of running forty-five to fifty miles an hour, with a light train, of course. It belongs to the New York and Erie Railroad, was built, we believe, by the engineer, Mr. Mannford, and is used by Superintendent Minor in going over the road in the performance of his duties.

The *Boston Advertiser* of Tuesday says: "The week opens with increasing energy and cheerfulness in financial and business circles. The war movement of the past week has inspired more firmness and greater activity in the finance, and quickened the demand for money in most sections, but without any diminution in the supply or advance in price.

The New Orleans *Crescent* says: "The Canal Bank has made a new issue of fives and receives all halves at their value, and allows any holder of a five to cut it in two pieces. Therefore, any holder of a five desirous of making change can call for the scissors and cut it in halves. The bank recognizes every half.

The New York *Post* of this evening says:

The stock market continues weak, and is again lower. There was a good degree of steadiness early in the day, but, towards the close, there is considerable pressure to sell, and prices may be marked ¼@1 per cent. lower on the speculative list

The heaviest of the list is Pacific Mail, which dropped to 91 against 93 yesterday. After the Board the stock was still lower, selling at 90¾. The misgivings in regard to our foreign relations have made this stock the weakest of the speculative shares, where, but a week ago, it was among the strongest. The large earnings of the company have ceased to exert any controlling influence.

Galena and Chicago was the steadiest of the railroad shares. A few lots sold at 72¾@72¾. The company has declared a dividend of 6 ⅌ cent.

There was considerable activity in Cleveland and Toledo at 35¼@35½—the stock finally closed at 35@35¼.

Panama 1@2 ⅌ cent. lower. A small lot sold at 115¼.

The railroad bonds are firm and unaffenced by the weakness of the shares. Erie Thirds are 1 ⅌ cent. better. Toledo and Wabash Seconds are 44.

Government stocks are steady, with few offerings. The sixes of 1881 are nominally 93@93¼ for registered, and 93¼@94 for coupons. The coupon fives of 1874 are ⅛@¼ per cent. lower, while the other issues of fives are steady.

Money meets with full employment at 6@7 per cent. on call. There is more business doing at 6¼@7 per cent. on good collaterals.

Exchange on London is firm to-day, at 108¾@108¾, but it is too early as yet to determine the course of the market for Saturday's mail.

The subscriptions to the 7.30 loan at the Sub-Treasury up to 12 o'clock were $130,000.

The Assistant Treasurer has called upon the banks for $3,500,000, being the first instalment on the recent negotiation of fifty millions of funded stock. Under the active disbursements of the Sub-Treasury these calls are made without inconvenience. The drafts come in numerous and for heavy amounts.

The earnings of the La Crosse and Milwaukee Railroad for October were $170,000, which is an increase of some $25,000.

The second week of November, on the Toledo and Wabash Railroad, gives some $11,500 increase.

Philadelphia Stock Exchange Sales,

November 21, 1861.

REPORTED BY S. E. SLAYMAKER, Philadelphia Exchange.

FIRST BOARD.

800 Sch Nav 6s '82	63	100 Reading R...cash	17⅞
2 Penna R	38	100 City 6s...K S O	86¼
1000 Sunb & Erie 7s	77¼	1000 do...New issue	86¼
27 20 x 40 ds R	47	4000 do...New	93
9 do	47	1000 do...New	93
8 West Phila R	51	500 do...New	93
3 Far & Mec Bk	46	1000 do..New Coup	93
2000 Del Div 10s	92¾		

BETWEEN BOARDS.

1000 City 6s	86¾	1000 City 6s	86¾

SECOND BOARD.

24 Mindhill R	46¾	1000 N Penna 6s	57
3 do	46¼	500 do	57
900 City 6s	New 93	500 do	57
100 do	New 93	50 Spruce & Pine R	8¾
300 do	New 93	50 do	2d's 8¾
200 do	New 93	12 West Phila R	51
1000 do	86¾	50 Reading R	17⅞
5 Phila Bk	91¾	12 Penna R	38¾
3100 Norristown R 6s	96½	300 Penna 5s	78½
11 Bk Penn Tp	29	1 Cam & Am R	122

CLOSING PRICES—STEADY.

	Bid.	Ask.		Bid.	Ask.
Phila 6s	86¼	87	Elmira R Pref.	9¾	10
Phila 6s R	86½	87	Elmira 7s '73	62	65
Phila 6s new	92¾	93¾	Long Island R.	10	10¼
Penna 5s	78¼	78¾	Leh Cl & Nav	50	51
Reading R	17½	17¾	Leh Cl & N Scrp	33¼	34
R'dg M 6s '60 '43	92¾	..	N Penna R	5¼	5½
Read M 6s '50	72½	73¾	N Penna R 6s	56¾	57¼
Penna R	38	38¼	N Penna 10s	70	80
Penna R 2d m 6s	84¼	84¾	Catawissa Pref.	4¼	5
Morris Cl Con	33	36	Frkfd & South R	35¾	39
Morris Cl Pref.	108	..	2d & 3d sts R,	47	49
Sch Nav 6s '82	63	65	W Phila R	51	51¾
Sch Nav Imp 6s	70	74	Spruce & Pine	8¼	9
Sch Nav Stock	4	5	Green & Coates	16½	17¼
Sch Nav Pref	11	12	Chest & Wal	27	30
Elmira R	4¾	..			

Philadelphia Markets.

NOVEMBER 21—Evening.

The Flour market is firm but dull to-day; the demand for export is limited, and only about 1,200 bbls found buyers, at $5.62½ for superfine, $5.75 for extra, and $6 for extra family, mostly of the latter description; the sales to the trade are moderate, within the above range of prices for superfine and extras, and from $6.25 to $7.25 for extra family and fancy brands, according to quality. Rye Flour and Corn Meal are scarce and firm at $4 for the former and $2.50 ⅌ bbl for the latter.

Wheat is in fair demand and firm at previous quoted rates; about 1,600 bus sold at 134@136c for Western and Pennsylvania red, chiefly at the latter rate for prime lots afloat, and from 140@145c for white, as in quality. Rye is better, and about 1,000 bus sold at 75@76c for Penna. Corn remains unchanged, with sales of about 2,800 bus, mostly old yellow, at 62@64c in store, and 65c afloat, including a lot of white at 74c. Oats are in better demand. Sales of 8,000 bus Southern at 39@41c, the latter for extra quality afloat, and 2,000 bus Pennsylvania at 40c.

BARK.—There is little or no Quercitron here, and first No. 1 is wanted at $28 ⅌ ton.

COTTON.—There is very little movement in the market, and no change in price or demand.

GROCERIES AND PROVISIONS continue inactive, with a small business doing in the way of sales, and for the latter prices are unsettled.

SEEDS.—There is very little Cloverseed offering, and prime lots are wanted at $4.75 ⅌ bushel. Timothy and Flaxseed are steady, and the latter very scarce at $1.87 @1.90 ⅌ bushel.

WHISKEY is dull; 150 bbls sold at 21c@21½c, mostly at the former rate, and drudge at 20c@20½c ⅌ gallon.

New York Stock Exchange—Nov. 21.

FIRST BOARD.

1000 U S 5s '71 coup.	85½	100 Harlem R	12¾
9000 do	85⅞	100 Harlem R pref	34¾
1600 Ohio 5s '70	79½	do	34¾
1660 Ill Canal rcp bs.	80¾	10 do	31¾
1000 Ill coup bs '77	82¾	50 Mich Central	51¾
2000 Mich St 6s '79	82	100 do	b10 51
1000 Mich St 6s	81¼	50 do	51
1600 N C St 6s	60	50 do	50¾
12000 Missouri 6s	43¾	50 Chi B & Q R	b10 62½
500 Cal St 7s	81¼	250 do	62¾
2000 Cl & Tol R s pf	93¼	100 do	62¾
1000 Clev & Tol S R	77¼	300 Mich S & N I	18
6000 La E & W l mb	73	250 do	18¼
40 Mechanics' Bank	92	250 M S & N I G S	37¾
15 Am Exch Bk	85	50 do	s60 37½
10 Shoe & Len Bk	87	50 do	b60 37¾
19 Im & Traders' Bk	91	350 do	37¼
5 Park Bank	97	200 Ill Cent Scrip	61¼
455 N Y Cent R	79¾	800 do	61¾
100 do	s5 79¾	100 do	s60 61¼
147 do	79¾	100 do	s30 61¾
50 do	tw 79¾	100 do	s30 61¾
12 do	79¾	1000 do	61¾
25 Pacific M S Co	91	50 Clev Col & Cin R	98
105 do	91¼	225 Gal & Chi R	72¾
50 do	b30 91¾	10 do	72¾
50 do	b30 91¾	200 Clev & Toledo	35¾
55 do	91¾	100 do	s10 35¾
150 do	s30 91	250 do	s30 35¼
325 do	91	200 do	s30 35¼
200 Erie Railway	s40 32¾	1000 do	35¼
100 do	32¾	300 do	b60 35¼
100 do	b30 32¾	200 do	s30 35¾
450 do	32¾	100 Chi & R I	59¾
100 do	s30 32¾	100 do	b30 59¾
160 do	b30 32¾	100 do	s30 59¾
150 Erie R Pref	57¾	100 do	s30 55
150 do	57¾	300 do	55½
50 do	57¾	300 do	55½
50 do	s40 57¼	100 do	b30 55¼
150 Hudson Riv R	38¾	350 do	55¼
50 do	s60 38¾	150 do	b30 55¾
100 do	b60 38¾	25 Mil & P Du C R	20¾
400 Harlem R	12¾	25 do	20
100 do	b60 12¾		

New York Markets of Yesterday.

FLOUR, &c.—The arrivals of Western canal Flour are more liberal, and with more firmness in freights, and only a limited inquiry for shipments, prices of the lowest grades have declined 5 cents. The higher grades are dull, but prices are without quotable change.

Sales of 17,000 bbls at $5.42@5.50 for superfine State and Western, $5.60@5.70 for extra State, $5.75@5.85 for fancy do, $5.65@5.90 for the low grades of Western extra, $5.85@5.95 for shipping brands of round-hoop extra Ohio, and $6@6.75 for trade brands do.

Canadian Flour is heavy and the supply is liberal; the low grades are more plenty; sales of 1,100 bbls at $5.65@ 5.75 for extras.

Southern Flour is very dull and heavy—the arrivals are increasing—sales of 600 bbls at $5.75@6.25 for mixed to good superfine Baltimore, and $6.35@7.25 for extras.

Rye Flour is in fair demand and firm—sales of 250 bbls at $3@3.40. Corn Meal is inactive—sales at $2.85 for Jersey and $3.50 for Brandywine.

GRAIN.—The Wheat market is again 1@3c lower, but at the concession the demand is quite active.

The sales are 250,000 bushels at $1.21@124 for Chicago spring; $1.23@1.25 for Racine spring; $1.23@1.26 for Milwaukee club; $1.27@1.28 for amber Iowa and Wisconsin; $1.30@1.38 for red State, the latter rate for choice; $1.30@1.36 for red Western—the inside rate for a lot full of chess; $1.36@1.30 for amber Michigan; $1.37 @1.40 for white Ohio and Indiana—the latter rate for choice; $1.40@1.47 for white Michigan, and $1.28@1.27 for Canadian club; white Kentucky is held at $1.50@ 1.52.

Barley is steady; the supply of choice is very moderate.

Sales of 5,800 bus Canada East at 76c; and 2,500 bus fair State at 70c.

Oats are dull, and at the close heavy.

Sales at 40@40½c for Western and Canadian, and 40½ @40c for State.

Rye is inactive at 57@58c for State and river.

Corn is more active, but prices are a shade lower; the demand is partly speculative.

The sales are 225,000 bus at 46c for damaged, 65c for Eastern mixed, 65@66c for shipping do, 65½@66c for do, in store, and 69c for Southern yellow.

PROVISIONS.—The pork market is firmer and more active, with sales of 1,300 bbls at $15.25@15.37½ for prime mess, $8.50@9 for prime, including 500 bbls prime mess for future delivery at $14.50.

Lard is active and firmer; supply light. Sales of 1,500 bbls and tierces at 8¼@8½c, including 500 bbls for December and January, and 500 bbls for next week, the latter lot at 9¼c for choice city.

Beef hams are quiet; sales of 300 bbls at $15@16.50.

Beef is quiet; sales of 320 bbls at $11.25@12 for repacked mess, and $13@13.50 for extra.

Bacon is steady; sales of 300 boxes at 6¼@7¾c

Cut meats are quiet.

Butter is active at 15@21c for State and 11@15c for Southern Ohio and Western. Cheese is better, and in good demand at 6@8c.

MARINE INTELLIGENCE.

☞ SEE FOURTH PAGE.

ARRIVED.

Bark Observer, (Br) Trefcy, 28 days from Liverpool, with salt to E A Souder & Co.

Brig Pioneer, (Br) Brown, 8 days from Yarmouth, N S, with fish to E A Souder & Co.

Schr Fred Reed, McAlmon, 7 days from Portland, with indse to Van Horn, Woodworth & Co.

Schr Congress, Watson, 6 days from Boston, in ballast to A R McIlvery.

Schr New Jersey, Vanneman, 3 days from Baltimore, in ballast to D S Stetson & Co.

Schr White Squall, Sharp, 6 days from Boston, in ballast to J E Sawyer & Co.

Schr R H Shannon, Marts, 6 days from Boston, in ballast to Repplier & Bro.

Schr Delaware, Denby, 1 day from Smyrna, Del, with oats to Jas Barratt & Son.

Schr Rancocas Wright, 1 day from New Castle, Del, with wheat to Jas Barratt & Son.

Schr J W Fish, Shaw, 6 days from Portland, with plaster to E A Souder & Co.

Schr Ida, Vanderslice, 1 day from Port Penn, Del, with grain to Christian & Curran.

Schr Mechanic, Corlies, 1 day from Odessa, Del, with wheat to J L Bewley & Co.

Schr John & Thomas, Bailey, 1 day from Smyrna, Del, with corn to J L Bewley & Co.

Steamer Beverly, Pierce, 24 hours from New York, with indse to W P Clyde.

Steamer Alida, Robinson, 24 hours from New York, with mdse to W P Clyde.

Steamer Mars, Nichols, 24 hours from New York, with mdse to Wm M Baird & Co.

Barge Young America, Houghton, 3 days from Albany, with barley to Paul McCarthy.

CLEARED.

Brig Orizava, Pendleton, Portsmouth, Tyler, Stone & Co.

Schr Chrysolite, Smith, Washington, do

Schr R H Shannon, Marts, Boston, Repplier & Bro.

Schr White Squall, Sharp, Boston, E K Sawyer & Co.

Schr J N Bitting, Washman, Newtown, Md, J W Bacon.

Str Beverly, Pierce, New York, W P Clyde.

Str H L Gaw, Iler, Baltimore, A Groves, Jr.

Str Putnam, Caulfield, Albany, D McCarthy.

Cargo of ship Kate Prince, from Philadelphia for Liverpool—36,025 bushels wheat, 5793 bbls flour, 119 casks tallow, 98 tierces lard, 200 bags cloverseed, and 51 boxes tobacco.

BY TELEGRAPH.

(Correspondence of the Press.)

NEW YORK, Nov 21.

Arrived, ship Lucie, from Havre; bark Adamson, from London.

Below, barkentine Hannibal, from Rio de Janeiro.

MEMORANDA.

Steamship Champion, Wilson, cleared at New York yesterday for Aspinwall.

Ship Arcole, Craft, for Falmouth, cleared at New York yesterday.

Brig Orozimbo, Tracy, cle