EXPORTS OF PETROLEUM FROM PHILADELPHIA.— The following is a statement of the destination, quality and value of the Petroleum exported from Philadelphia during the year 1867, also a comparison with previous

Gauons.	Valuo
Great Britain 6 074,040	\$1 700,033
Autwerp 7,968,514	2 278,789
Franco 4.264.725	1 128 815
Bremen 4 372.377	1 147,603
Hamburg 985,958	274.131
Prussia 638,440	181.414
Spain 169.830	
Russia 600 315	184,423
	31,901
Sweden 82.634	
Rotterdam 1,849.5/2	
Italy 1 307.955	404,200
West Indies 186 030	08,285
Total, 1867 28 751 445	\$ 8.053,233
1865 26,836,088	11.274,597
* 1865 12,032,934	6 441.274
1864 7,569,925	4.204.724
1503 4,980,708	1 382,080

Inon One of LAKE SUPERIOR —The Lake Superior Mining News gives the following as the approximate amounts of ores mined in the Marquette district for the year 1807:

Mines.	Tong.	
Jackson, including Gray's	s 125,000	,
Lake Superior	116 000	ŧ
Cleveland	90.000	į
Pitts and Lake Angeline	52,000	į
New York	50,000	į
Washington	. 24 600	į
New England	10,000	,
Marquetto	6,000	ŧ
Edward	5,000	
Iron Mountain	2,000	ı
Champion	500	,
Sent to local furnaces		)
Titel		
TO PROFESSION		

Mr. A. T. Stewart's New Palace — The Cornells are creeting the iron columns for the second story of the vast warehouse which is to cover the block bounded by Broadway, Ninth and lenth streets, and kourth Ayouno, or an area of 280 x 200 feet. The architect is Mr. Kellum—the architect also for Mr. Stowart's splendid mansion at Fifth Avenue and l'hirty-fourth Stroet. The bui ders are Messrs. Stewart and Smith, also builders of the new mansion in Fifth Avenue. The massive iron pillars and other iron works are going up under the direction of Messrs J B. and W V. Cornell, and are to be very unasive. I he buge pillars which support the building are chaste and beautiful in their design. The cost of the iron alone will exceed \$30,000 —New York Tribune, 26th ult.

Changes in the Routes of Trade — A writer in the New York Times has the following in regard to a prospective change in the course of the traffic of the great North-west.—
"A change in the courses of the trade of the North-west regions, which lie within two or three hunared niles of the western extremate of Lake Superior, is soon to take place—Grain and other produce which, so far, has gone on its way to the markets of the East down the Missishippi River, and South by railroad, will soon find its way up to Lake Superior, and then be shipped to the East by the lake sessels, secam and sail.

"The distance from St Paul, which is our railroad contre, to the lake is about 130 miles only, to bt Louis it is about 800 miles by river, and to Chicago by rail about 500 miles; from the western ond of Lake Superior it is about the same distance to New York by water that it is from Chicago to that city by lake and canal and the Hudson The lake freight is 'he same This makes it plain that this change in our trade is to take place.

that it is from Chicago to that city by take and cansi and the Hudson. The lake freight is the same. This makes it plain that this change in our trade is to take place.

"The cheapest course is, in this case, sure to take the trade. Bulky commodities, like corn and wheat, icel the effect of so small a sum as one cent on a bushel, and the route which gives even that small economy is the one which will be chosen. In this case the difference will amount to nearly thirty cents the bushel of wheat over any other route, as any one can see by making the calculation.

"A few years ago Minnesots and North-western Wisconsin were without inhabitants, tast year with a short crop they exported 10,000,000 bushels of wheat tive years hence. All of which, probably, will be sent down the lakes.

"The wheat of Minnesots, ripening during a season of great heat, in an atmosphere free from moisture, is superior to any grown elsewhere in our country; its flour will bear carriage by sea to the warmest latitudes, thus it will be in great request for your city flouring mills. These facts about the quality of our grains are not generally known.

"Messrs. Thompson & Scott of the Pennsylvania Central Railroad, and other capitalists in Philadelphia and elswhere, forseeing the great value of the franchies of the Mississippi River and Lake Superior. Railroad, which leads from St. Paul to the head of Lake Superior, and is to become a great trunk line, have undertaken to construct it, and now are driving the work on it energetically.

"The same genilemen, it is said, have become interested in the site of the city, which will be the lake port for the great commerce of the region in question, and also of the commerce of the region in question, and also of the commerce of the first hamerican possessions, watered by the life he will grow out of the settlement of the yest and fertile British American possessions, watered by the life he will gree out of the settlement of the settlement to the head of the commerce of the region in question, and also

Exignation Brunns—The following is a com-parative statement, showing the arrival and destina-tion of emigrants at Hamilton Agency for the month ending 31st December, 1807:—

Country. Total.		Destination.	
•		Canada.	U. States
English	120	61	63
Irish	64	33	18
Scotch	14	14	18
Germans	1251	47	1201
Norwegians	4	•••	4
Americans	187	187	
Swedos		***	20 35 4
Bohemians	35	•••	35
Hollanders	4		4
	1453	835	1354
Corresp'ding month	h.		
Corresp'ding month	. £52	364	463

AN UNFORTUNATE SPECULATION.—The Alta California has the following:—
"Probably the most unfortunate water speculation in California has been that of the Bear River and Auburn Water and Mining Company which has seventy-live miles of main ditch, and two hundred and fifly miles of branches: the whole work having been constructed at a cost of \$1.000.000. In 1853, the gross receipts were \$20,000; in 1854, \$75,000; in 1855, \$55,000; in 1865, \$40,000; and in 1867, somewhat less than in 1868 A considerable portion of those gross receipts go towards expenses, leaving so little net that the property is assessed at only \$25,000. Yet this citch is well located, and has in general been well managed. Not less than \$50,000,000 have been washed out with its assistance, and a placer district that was once rich, twenty-five miles square, depends upon it exclusively for water. It has, however, been very infortunate in its litigation, in which it has spect not less than \$250,000, and it has sufford severely by some very unjust decisions. About \$125,000 of San Francesco pital were invested in this ditch. All the ditch property in the State is depreciating, and it seems lard that the most productive camps should not be able to pay common prices for water."

THE NYUTRALITY LAWS IN FRANCE.—M Arman, deputy in the French Legislative Body. and ship-huilder, was recently condemned by the Tribunal of Commerce to pay a sum of 1,945,000f to the Atlantic Shipbuilding Company on account of two monitors the latter had constructed for the former. He has appealed to the Civil Iribunal of the Seine against the execution of the judgment, on the grounds that the French Government had forbidden the departure of the two vessels in question, supposing them to be destined for the Republics of Chili and Fern. The company, however, maintained that it had executed its engagements in completing the vessels and in delivering them to M. Arman, and that it had not to concern itself with the manner in which they were to be transferred to the parties by whom they had been ordered from M Arman. The court took that view of the case, and confirmed the previous judgement. ordering M. Arman also to pay the costs of the appeal,

RECEIVERS OF A RAILROAD NOT COMMON CARBRARS—The Burington VI, Free Press reports the particulars and decision of a railroad case, in which the receivers of the Vermont Central Railroad were sued as common carriers to recover the value of a car load of hay which was destroyed by fire while in their custody. The plaintiff claimed that the defendants agreed to carry the hay at a certain price, he furnishing box cars with covering to them; that the cars were furnished and the hay loaded. Before reaching St. Albans the defendants were notified that the hay was very near the engine and in danger of being destroyed by fire therefrom, but no beed was given to the notice, and the hay was burnt from that cause. The defendants denied their liability—that they are common carriers—or that they are trustees of, or are, in fact, the Vermont Central Railroad; but said that they are the receivers of the road, appointed such by the Court, were therefore officers of the Court, and, being such, they do not assume the duties and responsibilities of common carriers, and cannot be held liable as such. The Court sustained this view of the case, and ordered a verdict entered for the defendants. RECEIVERS OF A RAILROAD NOT COMMON CAR-

The American Tobacco Cror—The St. Louis Democrat has compiled the following statement of the tobacco crop—In Missouri it is reported to be from 12,000 to 15,000 hogsheads. This is far beyond an average crop, but it is said that the quality of the tobacco is unusually good. In Virginia the crop has fallen off one third—It is reported at 70,000,000 lbs. but it is the best ever made as respects quality. In some counties of North Carolina lands which had proviously been devot. to tobacco were this year planted with cotton—The yield for that State is 25,000,000 lbs. The yield for Maryland is placed at 25,000,000 lbs. The yield for Maryland is placed at 25,000,000 lbs. The yield for Maryland is placed at 35,000,000 lbs. The yield for Maryland is placed at 35,000,000 lbs. The yield for Maryland is placed at 35,000,000 lbs. The yield and Georgia each 60,000, Louisians at 40,000, South Carolina at 35,000, and the Northern States at 52,150,500."

Ponk Packing in the United States for the Szason.—The great bulk of packing this season has been completed and estimates of the year's business already made show a material decline, as had been anticipated. The Cincinnati Price Current of January 1 gives a statement of returns from all the principal packing places in the west, which foot up as follows.—

Packed to date 

## MONEY MARKET.

Of EX is in fair supply, and there is no difficulty Il in discounting good paper at 7 to 9 per cent. discount through the banks, and from 10 per cent. up. wards on the street. Sterling Exchange is steady at 110 to 110] for Bank 60-day Drafts.

GOLD in New York has fluctuated considerably since our last report. The upward movement contipued, and on Tuesday 142 was reached. It afterwards fell off somewhat, but the tendency on the whole is still upward.

The following are the latest quotations of Sterling Exchange, 40:

Bank on London, 60 days sight ....... 110 to 1104 Bank on London, to days sight. 111
Private, "60 days sight None,
Bank in New York, 60 days sight 162;
Gold Drafts on New York. 1-16 dis.
Gold in New York. 153;
Silver 4; to 4; dis.

#### THE DRY GOODS TRADE.

THE DRY

Baker, Popham & Co.

Callin, James, & Co.

Callin, James, & Co.

Callin, James, & Co.

Callin, James,

Dennelly, James,

Dunn, R., Hab & Co.

Foulds & Hodgeop

Foulds & Mc ubbin.

Gilmour, J. Y., & Co.

Greenshields, S., son & Co.

Hillington, Tiller, & Co.

Hughte Brothers.

Johnstone, James, & Co.

Lewis, Kay & Co.

Maccarlane, Andrew, & Co.

MacKensie, J. G. & Co.,
MacKay, Joseph, & Bro.,
May, Joseph, & Bro.,
May, Joseph, & Gr.
May, Joseph, & Co.,
McLachilm 1 ros. & Co.,
McLachilm 1 ros. & Co.,
McMaster & Lo., Wm. J.
Mcsa, R. H., & J.
Mur, W. & R.
Munderloh & Steenchen,
Ogilvy & Co.,
Plimsoil, Aubin & Co.,
Roy, Jaa, & Co.,
Roy, Jaa, & Co.,
Steiphen, William, & Co.,
Striling, McCall & Co.,

TRADE continues in the same inanimate state that I has existed for the past few weeks, and without any prospect of smendment for some considerable time to come. A depressed feeling is very prevalent, and nothing exists to warrant very brilliant hopes in the immediate future. There is no change to note in prices, as there is no trade to test them

### THE GROCERY TRADE.

Raidwin, C. H., & Co. Cameron & Rose Chapman, Fraser & Tyles. Chapman II , & Co. Converse, Colson & Lamb. Davis, Clark, & Clayton, Duncan & Forster, Franck, J. C., & Co. Gillerjie, Modatt & Co. Golderjie, Modatt & Co. Jenery, Brothers & Co. Jenery, Brothers & Co.

Kingan & Kinloch.
Mathewson, J. A. & H.
Mitchell, James.
Moore, Semple & Hatchette.
Robertson & Beattle.
Robertson, David.
Robertson, David.
Sinclair, Jack & Co.
Tifin, Bros.
Thompson, Murray & Co.
Tornance, David, & Co.
West, Bros.
West, Bros.
Winning, Hill & Ware.

THE business of the past week offers little or nothing worthy of special remark. Inactivity is the prevailing feature, and in the absence of transactions other than merely retail amounts, prices remain unchanged, and to a considerable extent are only nominal.

# THE HARDWARE TRADE.

Crathern & Caverhill, Evans & Evans. Evans, John Henry. Hall, Kay & Co. Ireland, W. H.

Lallivière & Bourdeau, Morland, Watson & Co, Muholland, & Baker, Robertson, Jas. Round, John & Sons. Waddell & Pound

THERE is still very little doing, and we have no change whatever to make in our price list In Nails the quotations during the coming season will depend somewhat on the continuance of the combination now existing among the iron masters. Should that agreement terminate, competition between the manufacturers will probably lead to prices lower even than present rates.

## THE LEATHER TRADE,

Black & Locke. Bryson, Campbell Goodhugh, W S., & Co Hus & Richardson

Seymour, C. R.

Smyth & Edwinson.

Since our last report there has been a little increased income for stock. creased inquiry for stock, and sales have been slightly augmented; yet there is no great demand and probably will not be this present month.

SPANISH SOLE -Stocks not excessive; receipts limited, sales moderate, prices steady.

SLAUGHTER Sole .- Scarce and wanted.

HARNESS-Very quiet; stocks low; receipts trifling; no sales of consequence reported.

WAXED UPPER.—No great demand; purchasers an ticipating lower prices To offect sales some reduction would be necessary.

Kir.-No inquiry whatever.

BUPP AND PERBLE.-Stocks are fair; sales only moderate, prime stock only in demand.

PATENT AND ENAMEL—A little more inquiry for light stock, particularly of the latter, at about recent rates.

CALFSKINS,-Still very quiet.