

Albany Register,

FINANCIAL AND COMMERCIAL.

Gold in New York, 112 1/2.
 Legal tenders 88 1/2 @ 89 1/2.
 Wheat in Liverpool—Average, 12s 3d @ 12s 5 1/2; club, 12s 9d @ 13s—no decline.

The decline in the price of wheat in Liverpool caused, also, a decline on this coast, telegrams from San Francisco on Wednesday giving wheat at \$2 @ 2 05 @ 100 lbs. The Portland market is in an unsettled condition, the buyer and producer being at almost a "dead-lock," and it is impossible to give the exact quotations—\$1 70 @ 100 lbs., however, is about the figure.

On Wednesday, buyers suddenly put the price down to 70c per bushel—a decline of 10c from previous quotations—and say they are not anxious to buy even at that figure. Whether the decline in Liverpool will remain permanent, or will be but temporary, we can only conjecture at present.

The reports from San Francisco as to the amount of wheat on hand, are conflicting, one report asserting that it will require one hundred vessels to remove the grain already there, while another report asserts that the warehouses of the city are entirely empty and that from forty to fifty vessels are now at the wharves awaiting cargoes that must come from Oregon or the interior of California. Being in doubt as to which report to credit, we refrain from commenting further.

Albany markets show no change since our last. We quote:

- Oats—Very little if any offered; quoted at 46c @ bushel.
- Eggs—Hale at 25c @ dozen.
- Butter—Rules at 25c @ lb.
- Sundries—Dried apples, 6 1/2 @ 7c @ lb; dried plums, 16c; beans, 4c @ 6c @ lb.
- Meats—Lard, 4 1/2 @ 5c @ lb; pork, 6c @ lb.

WOOD'S HOUSEHOLD MAGAZINE REMODELED.—S. S. Wood (the founder and editor of this popular monthly, now in its twelfth volume), makes the following announcement of his policy for the new year:

At the commencement of our magazine we had no idea of confining ourselves to the use of original matter; but we finally yielded to the advice of literary friends, used no selections, and announced a series of eighteen \$100 prize stories which were continued regularly for as many months. In addition to paying the highest prices for other contributions, we called to our editorial aid some of the best literary talent in the country. And yet we have not been able to get the "original" material necessary to make the work satisfactory. Hence we have remodeled the magazine in accordance with our original plan, and shall henceforth avail ourselves of selections from foreign books and periodicals, and present the cream of the best thought concerning the subjects treated. The January number now ready, contains the following articles: One Cause of Trouble, by Gail Hamilton; Catherine's Christmases, by Harriet Prescott Spofford; Co-operative Stores, by Sidney Hyde; Good Cheer, by E. D. Rice; General William Wirt Colby, by Rebecca Harding Davis; Reading Aloud; Song of the Sordid Sweetheart; The Rooster-Ecked Wife; The Law of Courtship; The House of Mourning; Agostina, the Mail of Saragossa; Story of the Sand Man; Peace on earth; Peep; A Fragment for the Young; Forfeits; The Spider and the Flea; Editorials, including: Remodeling Holiday Greetings; Literary Review; Fashions; Housekeeper; Sense and Nonsense; and Love Thoughts of eminent persons.

Price One Dollar a year. Send for specimen copy which will be mailed free. Address S. S. Wood & Co., Newburgh, N. Y.

Lost—Two or three weeks since, probably on First or Second street, a valuable fur cap or collar. The finder will confer a favor and be liberally rewarded upon leaving said article at this office.

Drainage—The City Council have resolved to adopt a complete system of drainage for the city at an early day.

Holladay and his Railroad.

The following is from the Yreka Union of Dec. 28th:

Ben Holladay, the Oregon Railroad King, having stopped over here a day, as he passed through on his way to Washington, we took occasion to "interview" him with regard to his prospective railroad operations. It is of course known to our readers that the Oregon and California road is completed to Roseburg, a point some two hundred miles this side of Portland. In reply to the question as to whether he intended to continue the construction of the road on this way from Roseburg the coming summer, he said that depended entirely on the movements of Stanford & Co. If they should proceed in the spring to build their road this side of Redding, he would continue his on this side of Roseburg. If, however, they suspend further work on theirs he will also on his. He thinks the road on this side of Roseburg will be an unprofitable investment and will hardly pay running expenses till it shall connect with Stanford & Co's road so that there shall be a continuous line from Portland to San Francisco. Hence he will only build his road in time to meet with Stanford & Co's at the State line. With regard to Stanford and Co's purposes in reference to their road in Oregon, he said it was impossible to find out anything definitely. He expressed it as his opinion, however, that they will not extend it beyond its present terminus next summer, nor, in fact, for several years. His reasons for this opinion were that they will find it more to their interest to employ all their force and concentrate all their means on the construction of their roads extending southward through the coast counties and up through the San Joaquin and Tulare Valleys, and thence on to the Colorado river. They will do this, Holladay thinks, to prevent the revival of the schemes, agitated with so much vigor in San Francisco last summer, for the construction of the Atlantic & Pacific road on the 35th parallel, and the Colorado River road. The present Atlantic and Pacific Co., backed by St. Louis, is interested in the consummation of the former project, while Scott, the greatest railroad magnate of America, wants the latter to connect this transcontinental Texas Pacific line with the emporium of the Pacific. To prevent the revival and consummation of these grand projects, and secure the business of the Southern country as far south and east as the Colorado River for their own roads, are objects so vital with Stanford & Co. that, in the opinion of Holladay, they will devote all their energies, undivided, to place them at the earliest moment beyond all jeopardy. In this connection it may be remarked, also, that they already have their California and Oregon road completed as far as it will pay at the present time; that they are not threatened with any rival road, which by getting in ahead of theirs might take its business; and that they have until the year 1880 in which to complete it. In view of all these considerations, Holladay thinks Redding will be likely to remain the terminus of the road for some time. In the above we have not given our opinions, but those expressed by Mr. Holladay, together with the reasons urged in their support. Our opinion is, notwithstanding all that was stated in opposition by Mr. Holladay, that Stanford & Co. will continue on the construction of their road this side of Redding in the coming Spring. To an inquiry as to the route his road would pursue as it approached the California line, he simply stated that there were surveying parties yet in the field, and that when the road came to be built that the route would be taken which the surveys shall have demonstrated to be the most practicable.

MORE ABOUT WHEAT.—Says a late S. F. Chronicle:

The recent advance in the price of wheat (which is now selling for the best quality at 2 cents) seems to have had a start from a different quarter than was expected. Friedlander and others who chartered all the ships to arrive from England up to January 1, 1873, have now a large number on hand awaiting cargoes, with many others to arrive. The farmers, who have relieved themselves from pressing indebtedness by selling wheat at lower rates, are now "on velvet," and refuse to accept going rates; the consequence is, the "corner" in ships have to pay a large advance for wheat rather than to keep the vessels awaiting cargoes under heavy expense. This is probably the first time our farmers have turned the tables on the capitalists for years, who either have got to pay a round price for wheat or allow vessels under charter to lie still. It is said the wheat operators are in a dilemma, and have tried to produce a scarcity of money in order to affect the price of cargoes. There are now more worthy of all the profits which can be secured than our farmers, and we hope they may take advantage of the present necessity of shippers, if it be to their interest.

DISTRICT SCHOOL.—County School Superintendent, Mr. T. J. Bites, took charge of our District School on Monday. The attendance is good.

COPARTNERSHIP.—By reference to our advertising columns, it will be seen that A. Wheeler and C. P. Hogue have entered into copartnership for the transaction of a general merchandise and produce business, at Shedd. Of the senior member of the firm it is not necessary for us to speak. His name and business reputation are familiar to all as household words. Mr. C. P. Hogue, an old resident of this county, has been engaged for several years past in farming, and is also well known to a large portion of the people of Linn county. Easy and affable in manner, straight forward and honorable in all the relations of life, he will make a valuable addition to the business community. The new firm will do to tie to. 2t

LECTURE.—Rev. D. K. Nesbitt, of Corvallis, will lecture at the Congregational Church in this city, on Thursday evening, Jan. 23d, for the benefit of the Sigma Phi Society of the Albany Collegiate Institute. Subject—Mistakes. Admission, 50c.

GOING EAST.—Our old friend, Mr. S. Brown, of Halsey, starts for the old homestead in Preble county, Ohio, the first of next month. We wish him a pleasant visit.

WISTAR'S WILD CHERRY BALSAM.—This Balsamic compound has become a home fixture. Let all who suffer, and have in vain attempted to cure their coughs, colds, bronchial or pulmonary complaints, make use of this unequalled remedy. 20

HOLLOWAY'S PILLS.—Operating through the bile and the blood, these great searchers of the system—discharge from every organ the poison of disease. The facility with which they cure dyspepsia and diarrhoea is wonderful. Sold 78 Maiden Lane, N. Y. Price, 25 cents per box. Ask for new style; the old is counterfeited. 120.

The following epitaph was found on a tombstone at Augusta, Georgia:

By the side of an oak
 Stood little John Stoke;
 When down came a stroke
 Of lightning:
 It ended the strife,
 Between he and his wife,
 Which had been all his life,
 Fought at fighting.

Richard Cornish was killed in the Mahogany mine, Idaho, on the 24th ult., by the falling of a bucket from the windlass.

Thos. H. Hughes, while assorting rock at the Chariotmine, Idaho, on New Year's, in an old stope, was instantly killed by a cave.

Wells, Fargo & Co. shipped from Silver City, I. T., during the two weeks ending on the 4th inst., twenty bars of bullion, valued at \$35,833 46.

The Government saw mill at Prescott, Arizona, including a planing machine and shingle machine, was consumed by fire Dec. 28th. Loss, \$50,000.

Abundant rains have fallen in the mountains of Arizona.

The wife of D. G. McClellan at Roseburg, gave birth to triplets last week. Two of the children have since died. The mother is doing well.

Seneca Knight, aged thirty-four, brother of Rev. P. S. Knight, of Salem, died near Vancouver, on the 8th.

Mr. Styles is struck with the foolishness of employing a coroner jury to find out why women take poison. He says they do it to kill themselves.

\$500 \$20 per day. Agents wanted! All classes of working people, of either sex, young or old, make more money at work for us in their spare moments, or all the time, than at anything else. Particulars free. Address G. Binson & Co., Portland, Maine. 11yl

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