COMMERCIAL AND MONEY MATTERS

For Sales of Stocks, &c. see Fourth Page.

FRIDAY, Sept. 28—P. M.

The Stock market was without much activity to-day, and the changes are not important although the tendency was downward. Governments were dull, but there was no disposition to force the market.

In Exchanges there is a moderate business doing for the Hibernia to morrow and the rates are steady. Good bills, however, can be had at 8⅞@9¼ per cent; for sterling, 9¼@9¾ per cent. France are rather heavy and stand at 5.25. Other Continental bills are firmer.

In Freights there is rather more produce offering, but the rates are still very low. Some 30,000 or 40,000 bushels Corn have been taken at half profit for freight, and some Flour on the same terms; Cotton, 75 cents; dead weight, 10s@15s; 2,000 boxes Cheese at 15s. To Havre ⅛ cent for Cotton. To Glasgow some small parcels at previous rates. To London 2,000 bbls Turpentine at 18d.

A train of cars goes up the Hudson Road to-night, and to-morrow the regular trains commence between this City and Peekskill. There is every prospect that this Road will be completed to Poughkeepsie by the 1st January next. The tunnel near that place is proceeding favorably, and the whole work north of Peekskill is being pushed with great energy. It is stated that the Road intends to connect at Peekskill by steamboat with Albany, thus saving an hour or two in time. Thus the first step in the progress for Albany has been fairly taken.

On the 8th proximo a through night train will be arranged between this City and Boston via the New Haven Road. It will leave this City at 2 o'clock, P.M. and reach Boston at 11 o'clock. Passengers by the morning train from Philadelphia can thus sleep in Boston same night. It is also proposed to change the starting time of the Pilot line for Philadelphia to 5 o'clock, so that the morning passengers from Boston via New Haven can reach Philadelphia and Baltimore same night. This will be a very great public advantage, and we hope it will receive patronage enough to induce the various roads on the line to keep it up. It would have been better to have made the starting time an hour later, but the Eastern Roads objected.

The balance in the Sub-Treasury now exceeds four millions of dollars. The receipts to day are $91,073; payments, $32,387; balance, $4,045,556.

The next French packet has $100,000 in silver engaged. The receipts from the interior since much more than counterbalance this export.

The private letters by the steamer speak of the market in London for American stocks as very dull. The quotations are as annexed:

United States Five per Cents, 1853	92 @ 93
United States Six per Cents, 1868	105¼@106
New-York Five per Cents, 1845	97 @ —
" " 1855	97 @ —
" " 1856	97 @ —
Pennsylvania Five per Cents	79 @ 80
Ohio Six per Cents, 1856	90 @ —
" " 1860	100 @101
Massachusetts Five per Cents, Sterling Bds	99.104 @105
S. Carolina Five per Cents, (Baring & Co.) nom.	90 @ —
" (Palmer & Co.)	88 @ —
Maryland Five per Cents, Sterling Bonds	88 @ 90
Mississippi Six per Cents	54 @ 56
Mississippi Five per Cents, Sterling Bonds	20 @ 21
Alabama Five per Cents	65 @ —
Alabama Sterling Bonds	68 @ 70
United States Bank shares	10x@ 11s

In our notice of the Harlem extension yesterday we erroneously stated the estimate of the Company's Engineers at a million and a half of dollars. The statement should have been sixteen hundred and forty thousand dollars.

The annual meeting of the Stockholders of the Stonington Road was held on Tuesday, when a report was presented, of which we annex the main features. The receipts of the year ending 31st August was as follows:

Balance Aug. 31, 1848	$27,993 37
Received from passengers	117,776 11
Received from freight	56,469 98
Rents and mails	6,764 00
Total	$208,973 46
EXPENDITURE.	
Running expenses, salaries, repairs,	$140,817 93
Dividends	65,000 00—205,817 93
Balance	$3,156 53

The Company have on hand $8,081 12 of material applicable to next year's service. The receipts for passengers and freight were $174,246 against $174,378 in 1848, showing a decrease of only $130, which, considering the prevalence of the epidemic during that portion of the year when the largest business is usually done, is as well as could have been anticipated. The through business shows a falling off of $109,921, while the local business has increased $2,867. The receipts for freight shows but a small increase, but the quantity is larger by twenty millions of pounds. The rates of freight have been low, but a more favorable schedule will be arranged for the Winter business. The Commodore and C. Vanderbilt have been running to the perfect satisfaction of the public and of the Company, making this one of the most favorite routes of travel at the North. The work of relaying the Road with ches, but ties is going on regularly, seven miles having been completed during the year. The total cost of the Extension Road was $215,980. The reduction of the debt of the Company continues. The entire floating debt $71,000, has been paid, and the debt of the Road is now $670 000, for which a sinking fund is provided. The exit instituted by the Company, by which it was expected to prove a portion of the debt of the Company invalid, has been withdrawn.

The Naugatuck Railroad was completed and the first train passed over its entire length from its junction with the New-York and New-Haven Road at Milford to the village of Winsted, its northern terminus, a distance of 57 miles, on Saturday, the 22d inst. The opening of this road brings into immediate connection with this City, and within the space of from 3 to 5 hours time, the active and thriving manufacturing villages of Derby, Birmingham, Ansonia, Humphreysville, Naugatuck, Waterbury, Plymouth, Wolcottville and Winsted, which all lie immediately upon the line of the road, together with a large additional number, situated within a short distance upon each side of it. The business of the road, as it has been extended from point to point in the progress of its construction, has in every instance exceeded the original estimates, upon which calculations of its productiveness were based, before the commencement of the work, and it is now confidently anticipated by the Directors that a dividend of at least 3 per cent. will be made out of the first five months' earnings.

The cost of the entire road has been $1,200,000, and an additional $100,000 of stock has been issued to provide for payment for cars and engines. Of this total cost, being $1,300,000, there has been issued $900 000 of stock, and $400,000 of the bonds of the Company issued under the act of the Legislature of Connecticut, and secured by mortgage upon the road and property of the Company. Aside from these bonds the Company is free from debt.

It is believed that in the history of Railroads or other public improvements, there has never been an instance like this in which a work of such importance, involving so large an expenditure, has been undertaken and completed without delay or embarrassment, by the almost united efforts of a single individual.

The late lamented Alfred Bishop of Bridgeport, with only a proportionally small subscription to the stock of the Company by other individuals than himself, undertook and entered into a contract in the early part of the year 1848 to construct the entire road, furnishing the iron and all other materials, and complete it ready for the cars by the 1st day of September, 1849. The first grading was commenced late in March, 1848, and on the 20d day of September, 1849, the road was complete and ready for the regular trips of the trains. During this whole period no contractor ever waited a day for a dollar due him by the terms of his contract. Mr. Bishop's sudden sickness and untimely death occurred on the 10th of June last, when the road was finished to Waterbury, one half its length. He however, gave by his will such power and directions to his Executors that no delays have intervened, and the work has progressed rapidly to its completion. Few men living and in health would have accomplished as much. Fewer still would have so arranged all their affairs that even the death should not interrupt the prompt and perfect fulfilment of so extensive engagements.

Markets.—CAREFULLY REPORTED FOR THE TRIBUNE. FRIDAY, Sept. 28.

ASHES—Are 7 18¾ and 6 50, with moderate business.

COTTON—There has been much talk to business, partly to reason of the small stock on the market. Sales 500 bales only, at prices the small stock on the market. Sales 500 bales only, at prices [illegible]

FLOUR AND MEAL—The market for Flour to-day was steady, but more active. At the close somewhat more of the quotations were nearly [illegible] Sales 7,000 bbls, at same prices as yesterday. The demand is almost entirely for home use and for the city. The demand is almost entirely for home use and for the city. The demand is almost entirely for home use and for the city. The receipts are larger than they were [illegible] Sales 7,000 bbls, at same prices as yesterday. The demand is almost entirely for home use and for the city. The demand is almost entirely for home use and for the city. The receipts are larger than they were [illegible] Sales 7,000 bbls, at same prices as yesterday. The demand is almost entirely for home use and for the city. The demand is almost entirely for home use and for the city. The receipts are larger than they were [illegible]

[illegible]

MARINE JOURNAL.

PORT OF NEW-YORK....SEPTEMBER 28

MINIATURE ALMANAC....THIS DAY.

Sun Rises—Rises 5 55 | Sets 5 46 | Tide Rises—Sets 1 56
HIGH WATER....Sept. 29.
At Sandy Hook 6 35m | at East Island 7 15m | at Hell Gate 9 50m

SEE MARINE JOURNAL, FOURTH PAGE.

[illegible]

Domestic Ports.

[illegible]

Spoken, &c.

[illegible]

Letter Bags

[illegible]

Disasters, &c.

[illegible]

Foreign Ports.

[illegible]

Whalers.

[illegible]

California Vessels.

[illegible]

To Mariners.

[illegible]

GENERAL NOTICES.

[illegible]

SCHOOLS.

[illegible]

WANTS.

[illegible]

BOARDING.

[illegible]

CLOTHING.

[illegible]

DRY GOODS.

[illegible]

BOOK TRADE.

[illegible]

AMUSEMENTS.

[illegible]

AUCTION SALES.

[illegible]

TO LET AND FOR SALE.

[illegible]