The Exports for the week (exclusive of Specie) amount to $751,216, against $1,005,582 for the corresponding week of last year. Included were:

Cotton	$150,372	Rice	$4,245
Flour	36,925	Tobacco	43,318
Corn	28,165	Butter	3,519
Corn Meal	3,450	Lard	23,962
Beef	15,335	Cheese	1,162
Pork	19,601	Naval Stores	46,248
Ham, B & S	3,316	India rubber Goods	59,961
Sugar	912	Oil Cake	4,544
Tea	8,121	Sperm Oil	42,591
Coffee	136	Ashes	909

The steamer Baltic to-day took $1,253,500, and the propeller Brandon $122,000, making the shipments of the month, $1,377,500. The Baltic shipment consisted of American gold, $845,435; bars and dust, $351,098; sovereigns, $58,620; English silver, $179 45. The exports for the year thus far are $27,630,000.

The receipts of the Harlem Railroad for

August, 1854, were	$96,009 53
August, 1853, were	87,776 41
Increase	$2,233 12

The orders for our Securities are less by the Niagara than by the previous steamers, in consequence of the failure of the German mail to arrive at Liverpool in time. There is still, however, a fair amount of orders, especially for Illinois Central and Erie Bonds, Central Shares, &c.

Mr. Morgan, of the firm of Beebe, Morgan & Co. of Boston, whom we announced some months ago as having joined Mr. George Peabody's house in London, sailed on Wednesday last to assume his place in that firm.

There is no new feature in the Money market. The supply is becoming more abundant on call at 6@7 ₩ cent. First-class paper goes at 10@12 ₩ cent., with occasional transactions at 8@9 ₩ cent. Railroad acceptances, 18@24 ₩ cent. The supply of first-class paper in the street is not pressing.

The report of the Committee of the Buffalo and New-York City Railroad, appointed last summer to examine its affairs, presents a very remarkable condition of that concern. Unless some sufficient explanation can be given by the Managers of that Board, they certainly must stand in a very unenviable light before the public. The committee say:

"The Corporation is insolvent in every sense of the word; and your committee are of opinion that it should be proceeded against as such—that it should be wound up under the laws provided for that purpose, and the value and the title of the property satisfactorily determined. So long as the present posture of affairs lasts, there can be no value whatever to the property."

They charge that on the 20th of May last, two days after the committee had notified the Board of Directors of the Buffalo and New-York City Railroad Company of their intention to visit Buffalo, and four days before their arrival in that place, a lease of the road to Mr. A. D. Patchin, the President of the Company, was executed, by which Mr. Patchin receives, out of the first earnings of the road, 10 ₩ cent. on its gross receipts—a sum, which as near as the committee can estimate, must amount to about $20,000 or $25,000 ₩ annum. The lease is made for one year, with a right on the part of Mr. Patchin to renew it for three years, if he sees fit.

The committee very properly call their lease an "extraordinary instrument." The committee briefly recapitulate the results of their investigations, as disclosed by this and their former report.

First—The first mortgage and the rights and interests of the bondholders have been entirely disregarded in at least one very important particular. The very essential clause contained in that mortgage by which the rolling stock is pledged to secure the first loan, has been treated as a nullity by the Board itself, without any judicial decision on the point—without any conference with the Trustees or bondholders, it has been assumed by the Directors that this clause is wholly inoperative, and the rolling stock has been mortgaged by the Company itself by a chattel mortgage to other parties.

Second—The President of the Company, who, by virtue of his office, is the agent of all parties in interest, has been permitted to obtain a judgment against the Company, without opposition, for upward of $150,000, without any legal investigation of the sum due him, and without there being anything on the books to show that his claims have been in any proper way examined by the Board, or by any committee, or member thereof, before they permitted this judgment to be obtained.

Third—The rolling stock, worth half a million of dollars, has been actually sold at a sheriff's sale, and bought in by Mr. Patchin, the President of the Company, in his own name, for a sum utterly inconsiderable (about $10,000.) This rolling stock now actually stands in his name; he is recognized by the Board as it lawful and absolute owner, and his title up to this moment is not contested in any way by any one.

Fourth—A lease has been executed for one or three years, at Mr. Patchin's option, by which some $20,000 or $25,000 per annum is paid to Mr. Patchin before interest to bondholders or dividend to stockholders.

Fifth—The road pays at present neither dividend nor interest. The interest due in May last, on the Buffalo and Attica half of the road, is in arrears, and that on the Attica and Hornellsville division, due in July, is in the same condition. These arrears already amount to $42,000. Legal steps are being taken by the Trustees to foreclose the mortgages, but it is to be borne in mind that they can only be foreclosed for the interest, and this operation must be renewed, at great trouble and expense, every six months till the principal is due.

The sales of Dry Goods at auction continue to be quite large and well attended. The prices show a loss of 10 to 30 ₩ cent. on the cost of importation.

The jobbers are doing a fair busines, the reduction of prices tempting purchasers, but the amount of trade is probably not more than 60 or 70 ₩ cent. as large as last year. It is anticipated that the late trade will be better than last year and bring up a portion of the arrears.

Notwithstanding the strike among the miners at Cumberland, the scarcity of water in the canal and other drawbacks, the amount of coal sent to market this year will exceed that of the last over 100,000 tuns. But for the causes named the total shipments this year would have reached but little short of 1,000,000 tuns.

Comparative amount of coal shipped from the Pottsville, Lehigh and Cumberland mines, up to Sept. 7, 1853 and 1854:

	1853. Tuns.	1854. Tuns.	Increase of 1854. Tuns.
Pottsville	1,668,166.06	2,083,073.15	414,907.09
Lehigh	629,507.17	744,09.17	114,692.00
Cumberland	304,820.00	403,144.00	98,324.00
Total	2,602,493.23	3,230,416.32	627,923.09

The Reading Railroad Company brought down for last week 53,155 tuns, and for the year 1,514,928 tuns. The shipments by the Lehigh Navigation, for the week ending on Saturday last, were 41,230 tuns, and for the season 785,439 tuns. By the Schuylkill Navigation, for the week ending on Thursday, they were 26,705 tuns, and for the season 618,008 tuns. Aggregate by the three lines for the week 121,000 tuns, and for the season 2,948,375 tuns.

The earnings of the passenger trains on the Ohio and Mississippi Railroad continue to show a steady progressive increase. For the week ending on Saturday, their trains carried 5,628 passengers, for which the company received $4,502 18, an increase of nearly 10 per cent. in the number of passengers and the amount received.

At Philadelphia the demand for money during the week has been quite active, and the rates have consequently taken an upward turn. Strictly first-class paper 13¼@16¼, and for second-class 18@21.

At a meeting of the Board of Directors of the Newark Banking and Insurance Company, on Thursday evening Mr. John Taylor resigned the Presidency of the Bank, which he has held for twelve and a half years. Mr. James B. Pinnor was unanimously elected to the office.

The Commercial Gazette of the 16th inst. says: Money matters continue pretty close, and rates of interest are firm at 12@15 ₩ cent. The bulk of the offerings going at over the inside rate. Eastern exchange continues dull, but rates are not lower. We quote 1@¼ as the range—the latter for bankers checks.

A new Bank with a large capital is about to be started at Owego.

The first engine passed over the Hartford, Providence and Fishkill Railroad yesterday. The locomotive "Gov. Spragueʼ" left Hartford in the morning with the President of the Company, the Chief Engineer and other officers, on a trip of examination, and arrived at Providence in the afternoon.

The Centreville (Md.) Times, says that the Farmers' and Mechanics' Bank of Kent County, at Chestertown, has received a remittance of $20,000 from the Springfield Bank of Illinois, which bank was largely indebted, and that this sum will enable the Farmers' and Merchants' Bank to resume payment on the 21st inst.

The Lake Superior Journal gives the following statement of Copper and Iron shipments:

Aug. 26, by steamer Northerner, from the Minnesota Mine, 26 bbls. weighing 8 tuns 1,644 lbs.; National Mine 3 bbls. weighing 1 tun 366 lbs.

Sept. 3, by propeller Indiana, from the Minnesota Mine, 14 bbls 5 tuns 173 lbs. and 26 tuns 1,970 lbs. of iron ore.

Sept. 4, by propeller Globe, from the Cliff Mine, 27 bbls. ore weighing 11 tuns 249 lbs., 52 bbls. stamps weighing 24 tuns 1,106 lbs. National Mine, 9 masses weighing 2 tuns 1,227 lbs. Minnesota Mine, 43 masses weighing 18 tuns 195 lbs., and 32 bbls. weighing 9 tuns 874 lbs. Copper Falls Mine, 9 masses weighing 2 tuns 265 lbs. Flint Steel Mine, 1 mass weighing 514 lbs. Siskowit Mine, 4 bbls. weighing 1 tun 1,822 lbs. North American Mine, 10 bbls. weighing 5 tuns 1,065 lbs.; also 21 tuns 1,224 lbs. of iron ore from Forest City Iron Co.

Markets.. CAREFULLY REPORTED FOR THE TRIBUNE.

SATURDAY, Sept. 16, 1854.

ASHES—The market is firm for both kinds, and the demand light at $7 for Pots and $6 75 for Pearls. Saleratus is advanced to 6c., cash.

COTTON—There is a fair demand and the market is firm at the annexed quotations:

NEW-YORK CLASSIFICATION.

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	7½	7¾	7¾	7¾
Middling	9¼	9½	9½	9½
Middling Fair	10	10¼	10¼	10½
Fair	10½	10¾	10¾	11

COFFEE—Prices are firm, with a fair demand; sales of 1,100 bags Rio at 9½@11½c.; 50 bags Maracaibo at 11c.

FISH—A good demand prevails for dry Cod, which are in limited supply; the arrivals have been moderate and full prices are realized; sales 1,200 quintals Grand and George's Bank at $5 75@$5 87½. Mackerel are in good demand and supply, and sales are without change; 1,200 bbls sold at $18 for large No. 1, $15 for No. 2, and $9 50 for No. 3, both large, and 1,000 boxes smoked Herring at 35c. for No. 1 and 65c. for sealed.

FLOUR AND MEAL—A fair demand for the low grades of Western and State Flour. These are scarce, and wanted at full prices, while the better grades are freely offered at much lower and very irregular prices. The receipts of the better kinds are increasing; hence the depression. The Eastern demand is unusually light. Canadian Flour is quiet and nominal; the absence of vessels restricts the inquiry for the Provinces; last sale at $9 75 in bond. The sales of Western Canal are 9,500 bbls. at $8 75@$9 for common to good State, Ohio and Michigan, and $9 50@$10 50 for Extra Genesee. Southern Flour is rather firmer, particularly the better kinds, and these are in request for shipping to South America and the West Indies; the sales are 2,300 bbls., at $8 37½@$8 62½ for "trash" called Flour; $8 31½@$9 25 for mixed to good brands Baltimore, Alexandria and Georgetown, and $9 50@$10 for Fancy and Extra brands. Rye Flour is quiet at $4 50@$4 56 for fine. Corn Meal is steady, but quiet, at $3 37½ for Jersey.

GRAIN—There is little doing in Wheat; the demand is mainly for milling, but the extreme prices asked checks the inquiry materially; sales of 3,500 bush. good white Southern at $1 90, and 1,000 bush. white Canadian at $1 95, duty paid. Rye is better and in fair demand; sales of 2,500 bush. River at $1 25, deliverable at Newburgh, and 700 bush. here at $1 23. Oats are in demand and are scarce and better; sales of State and Western at 50@53c. Barley is scarce at $1 62@$1 65. Corn is without material change, the demand good for the East and for export; sales of 46,000 bush. at 81@81½c. for unsound, 82@83c. for Western mixed, and 86c. for round yellow, closing quiet.

HAY—A good demand for River with a light supply; sales of 250 bales at 80c.@$1.

IRON—There is little change to note in Scotch Pig; sales of 120 tuns at $30@$30, 6 months.

LATH—There is a better supply of Eastern on the market and prices are lower; sales 500,000 at $1 87½.

MOLASSES—The market is firm, with a good inquiry; sales 225 bbls. New-Orleans at 29@27c., and 100 Nenvitas Sirup at 28c.

PLASTER—Blue Windsor is in active request and sales are firm; sales 200 bush. at $3 50 on the spot, and $4 deliverable up river. White is steady at $3. Calcined is wanted at $2, 30 days.

PROVISIONS—The market is better for Mess Pork, the demand fair for the trade and for shipping; sales of 500 bbls. at $14 12½@$14 25, with some forced sales at $14, to close up an invoice; $15 50 for clear; $14 for thin Mess, and $11 87½@$12 for prime, closing at the extreme prices for Mess. Beef is without change, the inquiry is limited and the stock moderate; sales of 130 bbls. at $11@$11 75 for country Mess; $14 75@$15 for city Mess, and $15 50@$15 87½ for repacked Chicago. Beef Hams are scarce and wanted; sales of 100 bbls. good Vermont, to arrive, at $18 in November. Cut Meats are very quiet, the supply exceeding the demand; sales of 60 hhds. and tierces at 6c. for Shoulders and 7½@8½c. for Hams. Lard is dull and heavy; the stock is, however, moderate; sales of 250 bbls. at 10¾@11c., and 1,000 bbls. for December delivery at 10c. for No. 1, the seller to give seven days notice. Butter is firm at 14@17c. for Ohio and 20@22c. for State dairies. Cheese is more plenty at 9@10½c.

SUGARS are in limited request at former rates; sales 300 hhds. New Orleans at 5⅝@5¾c.; 200 Cuba Muscovado, 4¾@5¼c.

SPICES—We note sales of 10 cases and 18 bbls. low grade No. 1 Nutmegs at 90c.; 20 bales Cloves, 15c.; 25 bags Pimento, 10c.; 500 mats Cassia, 20c.

TOBACCO—Sales 50 hhds. Kentucky at 7@8c., and 20 bales Havana on private terms.

WHISKY—With rather more offering, the market is easier at the close; sales of 250 bbls. at 41c. for Jersey, 41c.@41½c. for Ohio, and 41½c.@42c. for Prison. Drudge is wanted at 42c. time and interest.

Philadelphia Markets.... SATURDAY, Sept. 16.

The FLOUR market is dull and inactive, shipping brands are offered at $9 ₩ barrel, but there is no inquiry for export, and no sales have been reported except in small lots to the trade at $9 12½ up to $10 50, for common and extra brands, as in quality. The market is bare of RYE FLOUR. CORN MEAL is dull, and 25 cents ₩ bbl. lower; 100 bbls. fresh-ground Pennsylvania sold at $4. WHEAT continues in limited request, and prices are rather in favor of buyers; sales of 10,000 bushels at $1 20@$1 60 ₩ bush. for inferior red; $1 78@$1 87 for prime, mostly at $1 75, and $1 90 for prime white. RYE sold at $1 12 for Southern, and $1 15 for Pennsylvania. CORN is dull; sales of 5,000 bush. light Southern yellow at 90c., afloat; buyers refuse to pay this price for Pennsylvania, and several lots have been placed in store. OATS are steady; 1,000 bush. fair Delaware sold at 52½c. ₩ bush. COFFEE and SUGAR are in good demand, and prices have an upward tendency. In PROVISIONS there is but little doing. WHISKY—Small sales at 42c., both in hhds. and barrels.

Markets—*Reported by Telegraph.*

PROVIDENCE, Sept. 16—Our COTTON market is dull and unchanged. For WOOL the market continues dull, with rather a light stock of fleece on hand, the sales of the week have been 65,500 ℔. There is more animation in the market at prices a shade lower, the sales reaching 48,700 pieces.

Receipts of Produce.... SEPT. 16.

By the New-York and Erie Railroad for the week ending Sept. 16, 1854—10,462 cans Milk, 173 head Cattle, 37 head Cows, 231 Calves, 1,223 Sheep, 4 Horses, 102 live Hogs, 9,438 lbs. dressed do., 98 pckgs. Poultry, 75 do. Eggs, 643 do. Butter, 380 do. Sunfries, 60 bush. Grain, 4,141 do. Potatoes; 24 bbls. Cider, 80 bales Hay, 13 tuns Iron, 23 do. Lumber, 17 do. Timber, 102 do. Marble, 174 reams Paper, 131 bbls. Pickles, 85 bales Wadding, 15 bxs. Glass, 100 do. Cheese.

Passengers Arrived.

In Steamship Cahawba from New-Orleans and Havana.—From Havana.—Mrs. D. L. Ruiz, 3 children and 2 servants, A. E. Phillips, lady and child, R. E. Jenks, E. L. Cauchois, J. P. Gowin, A. Cabuzac, R. de Mazaredo, A. Abrin, P. Abrin, O. T. Taylor, A Berault, F. P. Roldan, T. R. Temple, M. Acosta, Mrs. E. B. de Heath, Miss J. Duarte, A. G. Mendoza, V. Castro, J. E. Whitman, M. Cardenas, V. Sanchez, L. Ramos, Miss L. Sanchez, Miss A. Recto, J. N. Lavie, D. G. Arozarena, J. Padron, J. Manger, F. Masendorf, F. Mora, J. M. Lace, A. Zat, J. Trinadad, F. de Nazredo.

In the packet ship De Witt Clinton, from Liverpool—Mrs. M. Drummond, Mrs. A. Flitt and daughter.

Passengers Sailed

In steamship Baltic, for Liverpool—Mrs Jas. King, John H. Elliott, New-York; S. M. Warren, Philadelphia; Henry Yelverton, Mr. Honigs, Mr. Berry, New-York; J. Kendrick, Philadelphia; Wm. Degroot, Mr. Dale, New-York; Mrs. Hastings and servant maid, F. Vogel, Thos. E. Lee, H. A. Garrett, New-York; Col. Colt, Mr. and Mrs. Dickinson, New-Jersey; Mr. Fuller, J. M. Rele, Para, Mrs. Eastman, four children and servant, Mr. Santoe, Portugal; Mr. Fanshaw, N. Y. Curtis, C. A. Loud, Mr. Wadsworth, Count Rossi, Mr. Wheelock, A. J. Eagles, Mr. and Mrs. Booth, three children and servant, C. L. Sharpsteen, New-York; Miss Maule, Miss Upson, Hartford; M. Morgan, Jr., Jas. M. Morgan, Miss Morgan, Jas. H. Woods, R. B. Fenn, New-York; M. Herristritle, Venezuela; E. Geyer, Baltimore; Manuel Lopez, Costa Rica; Miss Dunot, Mr. Becker, Mr. Shirley, New-York; Richard Farrer, Costa Rica; Jno. Fisher, Henry Stimson, Frederick Debrosses, Jno. Carling, J. B. Leonard, Mr. J. T. Lowry and lady, New-York; H. Pastor, E. Tonelen, Germany; A. J. Hastler, Henry Barrethel, Paris; Gernande Rodriguez, Juan Pastor and servant, Peru; J. Ancos, R. McFord, J. C.; Mr. Wilson, lady, infant and servant; Miss L. Racster, J. B. Wilson, J. A. Wilson, Mrs Wilhemina Wilson, J. R. Phillips, Thos. A. Phillips, Frederick Wentworth, A. J. Wentworth, W. N. Wentworth and servant, S. A. Mr. and Mrs. H. J. Fulcchild, N. Y.; Thomas Scott, Canada; Miss Fenury, Va.; A. D. Wilcox, S. I.; J. Curat, Mrs. J. Homely and daughter, Mr. and Mrs. Cartwright, W. Gibbons, Anthony Dey, Jr., bearer of dispatches, John J. Bray, Australia; Mr. and Mrs. John White, Mrs Sneeden, two infants and servant, W. Hyde, Mass.; Wm. Ichad, Alex. Walnle, Louis Gieschen, [illegible] Schroder, Germany; A. J. Campbell, England; W. C. [illegible]rrison, Ireland; John. P. Bowles, Jas Wilson, C. Laly, Miss Ann Daly, Miss Kate Daly, Ohio; Joseph Loeb, James T. B[illegible], N. Y.; Mr. and Miss M. Howard, N. Y.; Mrs. S. Van Vleck, Pedro del Oardo, Havana—Total, 119.

MISCELLANEOUS ALMANAC.....THIS DAY.

SUN—Rises..... 5 43 | Sets..... 6 5 | MOON—Rises...1 40m

HIGH WATER.....THIS DAY.

Sandy Hook... 5 40 | Gov. Island. 6 10 | Hell Gate 7 27

MARINE JOURNAL.

PORT OF NEW-YORK ...SEPTEMBER 18.

Cleared.

Steamships—Jamestown, Cavendy, Norfolk, Ludlam & Pinkney, Brandon, Jenkins, Liverpool, C. H. Sand.

Ships—Victoria, Champion, London, John Griswold; York, Baker, Marshall, Liverpool, C. H. Marshall & Co.; Wm Pigeon, Hanson, San Francisco, East & Wood; Globe, Baker, N. Orleans, Lane, West & Co.; Robt. Kelly, Benslow, Mobile, Chandler and Robinson & Co.

Barks—Kate & Allen, Thorp, Norfolk, Bunt, Ann & Co.; Rosa, Gordon, Hav., Bunker; Hamburg, Muller & Godlee; Wilson Wing, Sparks, Matanzas, Vance & Mckenzie; Aurelia, West & Agnew; W. Tell, Ward & B. R. Dyer; Dell, Hopper, Havana, J. L. D. Wolf; Waverly, Hall, Thompson & Co.; N. E., J. O. Baker & Co.; Pacific, Brickwedel, Portland, J. C. Lewis.

Brigs—Magnolia, Pinkham, Cardiff, Hennessy, Mallory & Co.; Ida, Cox, Turks Island, Vaughn; Willis & Hussey; E. Drummond, Fickhan, Trinidad, Nesmith & Sons; Pilot, (Br.) Marshall, Grand Cayman, C. Y. Dunning; Anchor, (Br.) Lockman, St. John, N. B., D. S. Wolf.

Schs.—J. S. Wetmore, Chadwick, Richmond, C. H. Fox and Wright, Hallett, Boston, Dayton & Sturges; Langdale, Kelly, Georgetown, Mitchell; Mary E. Fox, Fanning, Boston; H. Tuck, Tucker, E. Cove, Gardner; E. C. Clark, Weaver, Boston; Jas. Clark, Clark, Fall River; Rebecca, Hodges, Newburyport; Ann Eliza, Hodges, Newburyport; Ann Maria, Hodges, Newburyport; Ann Eliza, Hodges, Newburyport; Mary Worley, Lane, Mobile; Va. Lee, Brown & Hall.

Sloops—Washington, Reynolds, Providence; Sarah, Hopkins, Providence; Rescue, Hopkins, Providence; Rescue, Hopkins, Providence; Rescue