COMMERCIAL MATTERS.

Sales at the Stock Exchange—Sept. 7.

47,000 Missouri State 6s	85	50 Comb. Coal Pref	16½
10,000 do	b10 85¾	100 do	b60 16½
30 000 do	b30 85¾	50 Erie Railroad	4
3,000 Louisiana State 5s	92	550 Hudson River Railroad	37
2 000 do	95	100 do	37¼
1,000 Cal. State 7s Bonds	82¾	100 do	s60 37
1,000 Virginia 6s	95½	100 do	b60 37¼
7,000 do	95¾	100 Harlem Railroad	10¾
10,000 Michigan 6s	98	25 Reading Railroad	44½
25,000 Brook'n City W. Ln.	100	200 do	44½
5,000 Erie RR. 4th Mt. Bds.	86½	300 do	44½
1,000 Hud. Riv. RR. 3d Mt.	76	300 do	b60 44½
1,000 Mich. So. 1st Mt. Bds.	73	200 do	s45 44½
20 Merchan's' Exch. Bank	98	250 Michigan Central R	47½
81 Bank of Commerce	93	100 Mich. S. & N. In. G. R.	25
10 American Exch. Bank	101½	150 do	s10 24½
18 Continental Bank	100	50 do	s5 25½
27 Del. & Hud. Canal Co	94½	50 do	25½
64 Penn. Coal Co	84	40 do	s10 25
20 Canton Co	18½	400 do	b5 25½
50 Pacific Mail Steam. Co.	83	65 Panama Railroad	118
100 do	84½	50 do	118½
25 do	84½	200 Illinois Central R	98½
50 do	83½	100 do	s50 98½
17 do	83	825 Galena & Chicago R	74
170 do	83½	50 do	s50 74
10 N. Y. Central Railroad	78	100 do	b30 74½
50 do	78½	150 do	74½
50 do	78½	200 Cleveland & Toledo R.	27½
50 do	s10 78½	200 do	b30 27½
100 do	b10 78½	100 do	27½
200 do	78½	200 do	b30 27½
200 do	78½	50 do	27½
200 do	s60 78½	200 Chicago & Rock Isl. R.	69
25 do	b30 78½	300 do	70
1200 do	78½	200 do	b30 70½
250 do	b60 78½	100 do	70½
195 do	78	100 do	b30 70½
150 do	78½	400 do	b60 70½
500 do	78½	750 do	70½
100 do	s30 78	156 Chic. Burl'n & Quin. R.	61
200 do	s60 78½	50 Stonington Railroad	65

SECOND BOARD.

55,000 Missouri State 6s	85½	300 New-York Central RR.	78½
5,000 Ill. Cen. RR. Bonds	88	200 do	79
5 Del. & Hud. Canal Co	94½	100 do	b30 79½
35 do	94½	100 do	b30 79½
5 do	94½	100 do	79
100 Pacific Mail Steam'p Co	83	100 do	b10 79½
75 do	82½	200 do	s3 79½
50 do	82½	400 do	79½
100 do	b5 82½	300 do	b60 79½
100 do	b5 83	100 do	b30 79½
210 Hudson River RR	37½	200 Reading Railroad	44½
100 do	b60 38	500 do	b10 45
150 Cumber'd Coal, pref.	b60 14½	25 Mich. So. & N. Ind. RR.	7
200 Harlem Railroad	10½	500 Illinois Central RR.	b90 69½
200 Harlem Railroad, pref.	38	100 do	69½
500 Chic. & Rock Isl'd RR.	70½	100 Gal. & Chic. R R.	b30 74½
100 do	b60 70½	100 do	s55 74
50 do	b60 70½	100 do	b60 74½
100 do	b60 70½		

WEDNESDAY, Sept. 7—P. M.

Stocks were again very strong and buoyant, with a large business during the day. The buyers were unusually well distributed, and the speculative movements seemed to receive its impulse to considerable extent from outside parties, who have been tempted into the market by its activity and upward progress. The strong cliques, under whose influence the movements have been greatly accelerated, still constitutes the reserved strength of the market, but the speculation has attained so much headway, that it has of late required less assistance than before. A large portion of the purchases on outside account are on time, but their effect is almost as important temporarily, as the purchases of cash stock. The sustaining capacity of the market, under a steady and scarcely interrupted rise for more than three weeks, has caused a great deal of surprise in the street. But few probably, out of the entire number of brokers at the Stock Exchange, had anticipated an advance so steady and rapid, and although the present aspect of the market does not encourage such an idea, it is still looked for as an inevitable consequence of the heavy purchases which have been made on mere speculation, and which have yet to find an outlet to realize profits to the buyers. The most important dealings of the day were, as usual, in New-York Central, which from 78, the opening quotation, run up to 79¼, and was very firm at the First Board. The earnings of August, although not officially promulgated, are stated to show a large advance over those of the corresponding month of 1858, ranging from $75,000 to $90,000. There was greater activity in Reading, and a moderate advance in prices during the day, the stock closing steady at 44½. It is understood that the Philadelphia interest is now for the rise, in the face of diminished earnings, the business of three days of the current week amounting to only about 11,000 tuns. The Western shares were all very firm, and for Toledo, Galena, and Rock Island, the demand was very active. The business was not large, however, in either stock, mainly on account of the reluctance of holders to part with stock on a buoyant market, and the consequent inability of the commission brokers to fill orders. Galena touched 74½ on the call, Rock Island went to 70¼, and between the Boards to 71, although a little lower in the afternoon. Toledo advanced to 27½, but did not hold the quotation through the day. Illinois Central advanced to 68½, and was very strong during the day. In Southern Guaranteed the movements were not active, but the quotations were very well sustained, taking into view the cessation of the operations, which caused a scarcity of cash stock. It is but just to the parties between whom some difficulties occurred in reference to this stock, to say that mutual explanations have been made to the satisfaction of all concerned; the trouble having originated in a misapprehension of the matter by one of the parties. The trade in State stocks was to a fair extent, and prices were very firm. At the Second Board there were further advances in New-York Central, Galena, and Rock Island, and the market was strong and well sustained at the close. Pacific Mail declined to 82½, but was afterward a fraction better. The decline is caused probably by a rumor that Commodore Vanderbilt contemplates the transfer of his steamers to the Nicaragua route, having secured the control of Johnson's mail contract. The closing prices were: For Virginia 6s, 95¼@95½; Missouri 6s, 85¼@85½; Canton Company, 18@18½; Cumberland Coal Company, 14½@14¾; Pacific Mail, 83¼@83½; New-York Central Railroad, 79¼@79½; Erie Railroad, 4@4½; Hudson River Railroad, 37¼@37½; Harlem Railroad, 10¼@10½; Harlem Railroad Preferred, 38; Reading Railroad, 44½@45; Michigan Central Railroad, 47@48; Michigan Southern and Northern Indiana Railroad, 6¾@7; Michigan Southern and Northern Indiana Guaranteed, 25¼@25¾; Panama Railroad, 118@118½; Illinois Central Railroad, 68¼@69; Galena and Chicago Railroad, 74@74½; Cleveland and Toledo Railroad, 26¾@27; Chicago and Rock Island Railroad, 70¼@70½; Illinois Central 7s, 87¼@88.

The business in Exchange is very moderate, and rates are as before quoted.

Freights to Liverpool, 800 bales Cotton at 3-16@7-32d; 500 boxes Cheese per steamer at 32s. 6d.; 130 tcs. Beef at 2s. To Bremen, 100 boxes Extracts, 380 bales Cotton, and 100 hhds. Tobacco on private terms.

The business of the Sub-Treasury was: Receipts, $185,160 20; for customs, $56,000; payments, $137,764 50; balance, $4,867,301 48. The Sub-Treasurer finds a moderate demand for Treasury notes at 5¼ per cent interest.

The earnings of the Michigan Central Railroad for the month of August were:

	1859.	1858.
Passengers	$70,053 23	$89,060 99
Freight	72 740 12	81,401 09
Mails	7,572 85	5,998 74
Total	$150,356 20	$176 060 82
Decrease		$25,694 62

The loss was almost entirely in the first part of the month, the decline in the last ten days being only $3,000.

The earnings of the Milwaukie and Mississippi Railroad for the month of August, as compared with last year, are as follows:

	1858.	1859.
Freight	$27 811 42	$37,841 56
Passengers	18,946 34	26,677 85
Mails	1,835 42	1,877 61
Total	$48,933 08	$66,137 02

The advices from the West generally are favorable for railroad traffic in September. The receipts of grain and flour at Chicago are large, and consequently the traffic of the roads leading into that city show an increase. The Illinois Central delivered, on Monday, 1,3 cars of produce and merchandise, which is the largest day for many months.

The tunnage of the Shamokin Valley and Pottsville Railroad has been:

	Week.	Year.
Tunnage for week ending Sept. 3, 1859	5,127 18	101,810.04
Same time last year	4,033.16	66,281.16
Increase	1,094.02	35,528.08

The receipts of the Morris Canal are:

Total to Aug. 27, 1859	$179,915 85
Week ending Sept 3, 1859	9 293 47
	$189,209 32
Total to Aug. 28, 1858	$154,406 98
Week ending Sept. 4, 1858	8 902 49
	$163,309 47
Increase, 1859	$25,908 85

The Norwich and Worcester Railroad Company has declared a semi-annual dividend of 2½ ₱ cent, payable 1st Oct. The business of this road continues to increase, and the increase in August will be some $6,000 against large receipts last year. The road is now under as able management as any Company in the country, and its future is full of promise.

The following table shows the condition of the banks in the four leading cities:

	Loans	Specie.	Circula'n.	Deposits.
N. York, Sept. 3	$119,184,858	27 473 360	8 373,313	73 155 300
Phila., Sept. 5	24,640 746	5,458,199	2 792,537	14,901,572
Boston, Sept. 5	58,568,000	5 116,000	6 496,000	18,156,000
N. Orl's Aug. 27	18,505,227	12,942,830	9,688,919	17,010,590
Total	$219,898,231	44,971,819	27,351,774	123,318,212
Last week	$219,744,126	44,273,137	26,912,622	120,906,627
Increase	$154,105	$698,682	$288,452	$2,409,605

The business of the Clearing House to-day was $19,874,300. The New-York Consolidated Stage Company has declared a semi annual dividend of 5 ₱ cent, payable Sept. 15, at the Pacific Bank. The First Mortgage Bondholders have taken the initatory steps for a foreclosure of the Belleville and Illinois-town Road, but it is hoped that the creditors will take measures to obviate the necessity, as the road is said to be abundantly able to pay. A meeting of the bondholders of the Central Ohio Railroad is called for to-morrow at 12 o'clock, at the office of Clift & Lane, No. 44 Nassau street.

The Etna to-day took $1,265,289, in specie, of which a portion was silver. The steamer from Boston took $50,000.

MESSRS. Groesbeck & Hoyt advertise in another column $50,000 of the bonds of the East Pennsylvania Railroad Company. These bonds are part of first mortgage for $600,000 on the entire road and its equipment, and by a special act of the Legislature of the State of Pennsylvania it is made to cover any additional property, real estate or equipment, which the company may at any time hereafter acquire. The capital stock is $500,000. The road has been constructed with the strictest regard to its durability. The culverts, &c., are all first class, and there are no bridges on the entire road. The length is 36 miles, and it forms part of the connecting link between the New-Jersey Central and Pennsylvania Central Railroads, making an air line from New-York to the principal cities of the West and South-West. By this route New-York is 187 miles nearer to Cincinnati and St. Louis, and 76 miles nearer Chicago, Cleveland, and the other lake ports, than by the New-York Central Railroad. The road is finished, and in operation.

A meeting of the Second Mortgage (Eastern Division) bondholders of the La Crosse and Milwaukee Road was held yesterday at the office of Mr. D. E. Wheeler. The object of the meeting was to consult in regard to taking measures for foreclosing on the bonds unless the interest was paid within sixty days. This road was leased some time since, and with the subsequent management and non-payment of interest some of the bondholders are now dissatisfied. Some twenty gentlemen were present, representing some $600,000 of the bonds, at the meeting, and Mr. Wheeler was called upon to preside, and Mr. Halliday appointed to act as Secretary. At a meeting of the bondholders six months ago, D. E. Wheeler, David Dow, F. A. Palmer, Prentis Dow, and John Bodine were appointed a Committee to watch over the interests of the bondholders, and this Committee had succeeded in obtaining the interest which was then due. Mr. Villette of Cincinnati made some remarks, censuring in the strongest terms the Managers of the road, asserting that they were reckless, and totally unmindful of the interests of the bondholders. He offered a series of resolutions, urging the expediency of resorting to the most stringent measures for the purpose of securing themselves. The resolutions were discussed at length, and after some amendments being made to them, were unanimously adopted in the following shape:

Resolved, That the interests of the second mortgage bondholders require energetic measures for the protection of their interests, and that the Committee proceed at their discretion to institute legal proceedings.

Resolved, That the Committee now in charge of the interests of the second mortgage bondholders have the confidence of the bondholders, and this meeting tender to them their thanks for the ability and zeal they have manifested for the protection of their property up to the present time.

Resolved, That a contribution of $5 on each bond, to be paid as the Committee may call for it, be made to defray the expenses of legal proceedings, and that the Committee be requested to apply for a receiver, at their discretion, and for a sale of the road at an early day.

Mr. Dow made a few remarks, and read some papers in regard to the affairs of the road, after which the meeting adjourned.

The following are the Currency, Land Warrants and Specie quotations for the week, corrected for us from the rates current at the Banking Office of Thompson Brothers:

	Per ct. dis.		Per ct. dis.
New-York State Banks	—@ ¼	North Carolina	—@1
New-England Banks	—@ ¼	Virginia	—@ ¼
New-Jersey Banks	—@ ¼	Illinois and Wisconsin	1¼@1½
Philadelphia	¼@ ¾	Michigan	—@ ¼
Baltimore	—@ ¼	Tennessee	1¼@1½
Interior Pennsylvania	¼@ ¾	Free Indiana	1¼@1½
Interior Maryland	—@ ¼	Louisiana	1 @1¼
Ohio, Ky, & Indiana	—@ ¼	Canada	½@ ¾
South Carolina & Geo.	1 @1¼		

LAND WARRANTS.

		Buy.	Sell.
40 acre warrants	per acre	100c.	110c.
80 acre warrants	per acre	85c.	90c.
120 acre warrants	per acre	75c.	80c.
160 acre warrants	per acre	65c.	70c.

DRAFTS AND CHECKS.

	Buy—Dis.		Buy—Dis.
On Philadelphia	1-5	Chicago	½
Baltimore	1-5	St. Louis	¾
Boston	1-5	Detroit	¾
Cincinnati	1	New-Orleans	¾
Bank of England Notes, ₱ £			$4 85
Bank of France Notes, ₱ Franc			18
United States Post-Office Scrip			—@12 dis.

SILVER.

	Buying.		Buying.
Mexican Dollars	$1 05	English Silver	$4 80
Spanish Dollars	1 08	Species	1 08
Five Franc Pieces	97½	Old Am. Half Dollars	1 04
French Crowns	1 10	Old Am. Quarter Dollars	1 02
German Crowns	1 08	Spanish Quarters, each	23
Prussian Thalers	71	Spanish ¼th and 1-16th, per oz	1 25
Guilders	40		

GOLD.

	Buying.		Buying.
Sovereigns	$4 86@$4 88	Span. Doubl'n.	$16 10@$16 20
Twenty Francs	3 85	Pat. Doubl'ns.	15 50@ 15 60
Ten Thaler Pieces	7 86	Gold, Am. Old	—@c prem.
Ten Guilder Pieces	3 98	Bank of England Notes	$4 86

The rumor of a large amount of suits against the Erie Railroad Company, on the Sinking Fund bonds, is untrue.

The Cotton circular of Mr. Wm. P. Wright says:

CROP—East of the Tombigbee River there has been too much rain, and in the higher lands of Louisiana and Mississippi drouth has probably done some injury. On the whole the crop promises well for a large yield, as the rains have prevailed where the light sandy soils predominate, and on which they are generally beneficial. The Sea Island crop will, in all probability, prove short, from the damage it received by the rain storms, which swept the coasts of Carolina and Georgia.

RECEIPTS AND EXPORTS—Sundry corrections are made in our tables of to-day, which have added to the actual weekly receipts; reduced the figures of export during the week to Great Britain, and added to France and other foreign ports. There yet remains to add half a week's receipts, &c., at New-Orleans and Mobile; the difference in stocks of Augusta and Hamburg, and the amount received overland at New-York, Baltimore, Providence, &c., to show the final amount of the crop, &c., of 1858-9: it will, however, exceed 3,750,000 bales.

The following is a statement of the movement in Cotton since the 1st of September last, as compared with the previous four years:

	1859.	1858.	1857.	1856.	1855.
Rec. at Pt's	3,720,000	2,909,000	2,968,000	3,470,000	2,900,000
Ex. to G. B.	2,016,000	1,693,000	1,421,000	1,946,000	1,540,000
Ex. to France	445,000	385,000	413,000	479,000	410,000
Ex. other F. P.	550,000	382,000	112,000	520,000	275,000
Tot. Export	3,011,000	2,589,000	2,247,000	2,945,000	2,241,000
Stk on hand	114,000	79,000	52,000	56,000	150,000
Of which during the past week, included in the above:					
Rec. at Ports	16,000	10,000	1,000	6,000	3,000
Ex. to G. Brit'n	1,000	7,000	....	....	3,000
Ex. to France	4,000	2 000	....	....	1,000
Ex. to other F.P.	7,000	....	....	....	....
Total Exports	12,000	9,000	....	....	4,000

SUMMARY—RECEIPTS—Increase at the Ports compared with 1856, 228,000 bales. EXPORTS—Increase to Great Britain compared with 1856, 70,000 bales; decrease to France, 54,000; increase to other Foreign Ports, 30,000; total increase in exports, 66,000.

Value of imports of foreign merchandise, specie, and bullion into the port of New-Orleans, for the fiscal year ending the 30th June, 1859:

	Dutiable.	Free.	Specie and bullion.
Total	$3,952,646	$6,725,446	$1 671,424
Dutiable	.....	.....	9,952 646
Free	.....	.....	6,725 446
Total	.....	.....	$18,319,516
For the quarter ending Sept. 30, 1858		.....	$3,525,858
For the quarter ending Dec. 31, 1858		.....	4,842,023
For the quarter ending March 31 1859		.....	5,782,241
For the quarter ending June 30, 1859		.....	4,219,394
Total for the year			$18,349,516

Comparative statement of imports through the Custom-House of New-Orleans for the fiscal year ending the 30th June of each year of 1854, '55, '56, '57, '58, '59

Year ending June 30,	1854.	1855.	1856
Dutiable	$6,212,449	$6 920,062	$8,090,363
Free	3,876,553	4,297 176	6 417,596
Specie and bullion	2,256,125	1,667,436	1,735,148
Total	$11 347,750	$12,923 608	$17 183,927
Year ending June 30,	1857.	1858.	1859.
Dutiable	$6,417,054	$10,242,002	$9 952 646
Free	6,857,076	4 816,015	6,725,446
Specie and bullion	1,527,039	4,821,243	1,671,424
Total	$14,801,149	$19 687,263	$18,349,516

Recapitulation—Total value of imports:

For the year ending June 30, 1854	$14 492 750
For the year ending June 30, 1855	12,923,608
For the year ending June 30, 1856	17,187,349
For the year ending June 30, 1857	14 801 157
For the year ending June 30, 1858	19 687,263
For the year ending June 30, 1859	18 349,516

The weekly statement of the Philadelphia banks, made up this afternoon presents the following aggregates, as compared with those of the previous week:

	Aug 29.	Sept. 5.	
Capital	$11,672 815	$11,652,945	Inc.... $9 430
Loans	24,963,912	24,640,746	Inc.... 276,834
Specie	5,235,976	5,445,090	Inc.... 109,114
Due from banks	1,466,359	1,537,962	Inc.... 71,522
Due other banks	3,063,243	2,943,555	Dec.... 119,693
Deposits	14 292 598	14,991,572	Inc.... 699 274
Circulation	2,655,866	2,702,837	Inc.... 46,971

The effects of the Holliston Bank were sold at Buffalo, on Monday, by order of the Receiver. *The Buffalo Commercial* says:

"The face value of the effects sold was $80,530, but the total receipts amount to but $10 919. Most of the effects sold consisted of ordinary debts, judgments, etc.; and only two mortgages were disposed of. John F. Safford's bond and mortgage for $3,000 brought $750, and became the property of Gibson T. Williams. Charles E. Clarke's bond and mortgage for $2,000 was bought by A. J. Rich for $650; 268 shares of Western Transportation stock were sold to G. Clapp of New-York for 20 cents on the dollar."

There was an adjourned meeting yesterday of the Chattel mortgage bondholders of the Williamsport and Elmira Railroad Company at Philadelphia. The committee appointed at a previous meeting to confer with the officers of the Company, reported that they had attended to that duty, and found that the first mortgage bondholders were endeavoring to effect an amicable arrangement looking to the best interests of all parties. The propositions not having been so far consummated as to warrant a conclusion on the part of the committee, further time was asked and granted by the meeting. It was stated during the conversation at the meeting that the chattels of the Company cost about $380,000, and are probably worth now a half or two fifths the nominal amount of the mortgage. It is also understood that the first mortgage holders concede the right of the chattel mortgage holders to the chattels, and are willing in an amicable arrangement looking to a reorganization of the Company, to take the chattels at their appraised value. An adjourned meeting of the first mortgage bondholders was to be held at the Exchange on Wednesday, and of the second mortgage bondholders at the same place on Thursday.

The formal opening of the Burlington and Missouri River Railroad was celebrated with appropriate enthusiasm by the citizens of Burlington and Ottumwa, Iowa, on Thursday, Sept. 1.

NEW-YORK CATTLE MARKET REPORT

FOR THE WEEK ENDING WEDNESDAY, Sept. 7, 1859.

TOTAL RECEIPTS OF CATTLE OF ALL KINDS FOR THE WEEK.

According to the reports from the several market places in the city, there have been received this week:

	Beeves.	Cows.	Veals.	Sheep and Lambs.	Swine.	Total.
At Allerton's 44th-st	3,165	25	349	1 533	....	....
At Browning's, 6th-st	102	13	50	7,509	....	....
At O'Brien's 6th-st	57	49	69	3,712	....	....
At Chamberlin's R-st	75	43	141	6,785	....	....
Sd. Butch's at Bergen	1,210	....	....	....	....	....
Total	4,611	135	659	19,068	4,436	29,839
Total previous week	4,664	151	567	15,423	2,315	20,941
Av. pr. wk. last yr.	3,669	195	722	2,624	10,008	23,809

REMARKS FROM DIFFERENT STATES.

A. M. Allerton & Co., proprietors of the Washington Drove Yards, Forty-fourth street, report the Cattle in market from the following States:

New-York	1,242	Illinois	375
Pennsylvania	83	Kentucky	472
Ohio	750	Virginia	29
Indiana	19	Canada	84

STOCK BY RAILROADS, ETC.

	Beeves.	Cows.	Veals.	Sheep & Lambs.	Swine.
By the Erie Railroad	897	....	....	....	153
Hudson River Railroad	1,203	....	....	....	2,129
Harlem Railroad	278	25	349	1,533	....
Camden and Amboy R.R.	105	....	....	....	....
Hudson River Boats	566	....	....	....	44
On foot	164	....	....	....	....

The New-York and Erie Railroad makes the following report of transportation of Stock for the week ending this day:

	Beeves.	Horses.	Veals.	Sheep & Lambs	Swine.
Landed at New-York via Piermont	1,825	108	47	5,151	1,442

BEEF CATTLE.

Number reported for this market at Forty-fourth street...3,053

The prices to-day are quoted as follows:

First quality	10¾@11 c.
Medium	9¾@ 9½c.
Ordinary	6 @ 8 c.
Some extra good Beeves may be quoted at	—@11 c.
The general average of the market at	—@ 9½c.

The most of the sales range from ¾@11c.

Prices, per head and per pound, of different weights, will be found in accounts of sales of sundry Droves.]

Total number of Beeves received in the city this week...4,611.

This is 2-3 head less than last week, and 951 head more than the average of last year. The average number at each Wednesday market last year was 2,782 head, while the number to-day, being 3,053, shows 271 head more than the average, and 258 head less than this day week.

The following droves are in market:

FROM NEW-YORK.

George Ayrault	16	A. Merritt	30
J. Purdy	11	C. S. Green	24
M. Dalton	14	J. Ayrault	12
Shenater & Co	36	John Budd	42
C. Fisher	15	O. Thompson	10
Pat. Kearns	17	A. Dolph	17
Saul'l McEwee	16	A. Emmons	42
Garrat & Aitchel	34	Brown & Co	50
Capt. Vall	32	P. Dolan	23
Jas. Espen	16	Wm. Elliott	15
Reed & White	25	Charles G. Teed	15
Woodruff & Dudley	19	Daniel Imsw	13
Geo. Sage	25	W. W. Hoag	13
Gurney & Metzeroan	32	Thos Wheeler	13
P. Riley	22	J. C. Hoag	30
N. Fell	15	W. H. Belden	30
E. Lockman	35	Wm. Moore	10
T. Holmes	24	S. Sherman	12
Doney & Co	24	Daniel McElwee	30
Eb. Kelly	5	Jas Van Alstyne	26
A. Crowley	5	O. Duncan	20
Beach & Bray	43	Wm. P. McIntyre	12
Haring & Co	23	John Carpenter	35

FROM OTHER STATES.

R. Reed, O	48	E. W. Gwynne, O	64
Wm. H. Harris, Ky	18	T. H. Brown, O	30
Wm. H. Harris, O	16	W. Resick, O	42
Sam. Fiderer, O	36	F. Abbott, Canada	58
Geo. Ayrault, O	45	Alexander & Finch, Ill	35
John T. Alexander, Ill	211	O. C. Coney, O	51
P. C. Brown, O	54	E. Wheaton, O	16
Shenater & Co. O	36	Alexander & Cassell, Ill	84
H. Eckstein, Ky	71	Beach & Bray, O	25
Benedict & Clark, Ky	75	S. Smith, Ind	39
Capt. Vail, O	30	Baker & Turner, O	66
O. M. McConnell, Ky	14	Jos. Wilson, Ky	48
Woodruff & Dudley, Penn	40	John Bryant, Ky	47
John Flynn, Canada	19	Wm. Florence, Canada	26
Gurney & Metzeroan, O	30	Wm. Florence, O	67
D. G. Culver, Ky	65	C. Mitchell, O	43
S. Haley, O	38	Jacob Seldomridge, Penn	43
Joseph Williams, Va	27		

When the market opened on Tuesday, there was a buoyant hope on the part of drovers that prices were going up, and all the first sales were made at an advance, by the testimony of a large majority of the cattle brokers. Not that prices by the pound ruled higher, but more stock ruled at first prices: that is, the grades of cattle advanced. However, before night, the feeling was not so buoyant. There was a decided drooping, and after the lively little time the sellers had in supplying the wants of the most urgent buyers—such as were necessitated to have cattle to kill that day—the business grew dull, and with many there was a gloomy feeling at the close. The number of cattle entered upon the books on Tuesday was about 2,750, and the quality was far superior to what it has been in some of the past weeks. In fact, there is such an absence of the very mean scallawags that have disgraced the market some weeks past, that we withdraw quotations of that very low grade. The difference is still very great between the highest and lowest rates, ranging 6¼@11c ₱ lb for the net weight of meat. There appears to be full confidence now on the part of buyers and sellers, that really first-class beeves will continue to sell through the Autumn season at 11c. Of this price we advise farmers in this vicinity to avail themselves while they can, as there is now but little doubt about a first-rate Western corn crop, and plenty of stock to feed it to, which will be in market early in 1860. There is not much prospect of the corn crop ripening in the Eastern States, and, if it does, it will be a light one. Let your best bullocks eat it green, and send them to market while you can get 10c. and upward.

The weather never was finer at this season—clear, dry, and cool—or more in favor of the drovers. It really makes the market equal to half a cent better for the owners of cattle. Then, there appears to be an increased demand upon the butchers, owing, we think, to the fact that the cool nights we have had for two weeks have brought a great many birds of passage back to the city. As prices now rule, we do not see any reason for grumbling at low markets, on the part of beef producers, however drovers who buy upon speculation may view the matter. Their greatest trouble is that the farmers are getting to know too much; in short, that they read THE TRIBUNE.

THE CLOSE OF THE MARKET.

Wednesday morning opened with something over half the stock of Tuesday on hand and a small addition of fresh arrivals, making the number on sale these two days 3,053—the balance arrived on Sunday, but whether sold or not that day we cannot say. The weather to-day is still better than yesterday, but the market is not. The truth is, the tone was pitched too high, and cattle held so strong at the advance that butchers would not buy, and did not come forward, as was expected, to-day, and consequently there was a decline of prices. We think that fair, 7-cwt. Bullocks are bought to-day easy at $5 a head less than the price yesterday; and we never saw a duller market than it was from 10 to 1 o'clock, at which time there was an unusual number of a cattle unsold, and these were peddled out during the afternoon very much at buyers' own prices. The result is that, taking the whole market through, there is no advance of price—the advance of a quarter of a cent made in our table upon the average is based entirely upon improvement of the quality of the stock on sale.

RAILROAD TRANSPORTATION.

The Central New-York Road has issued a notice that a deduction of $7 a car will be made upon Western stock all the way by rail, so as to make the freight from any point west of Dunkirk the same by way of Buffalo and Albany that it is by way of the Erie Road. The Erie positively denies having offered any bonus to induce drovers to come over that road. The only bonus is in the fact that Erie cars, being larger, will take as much stock in four cars as can go in five on the Central; and the officers say that they have been steadily adhering to their agreement to charge the same price per car from Buffalo and will continue to do it; and if the Central makes "deductions," the Erie will be alongside of it, and drovers say it is to their advantage to stop by the Erie, on account of the commodious cars, and that the road is now in first-rate order in all respects.

THE NEW SUPERINTENDENT.

Drovers appear to be highly gratified to find that, by an order issued by Mr. Marsh, the Receiver of the Erie Road, September 1, that Mr. R. C. McNeil of Campville has been appointed Superintendent of Live Stock, and is to have the entire charge of that branch of the business. He will be continually moving over the road, and intends to be here every market, to hear any complaint, and promptly attend to all the wants of drovers, and have their grievances promptly attended to. The whole business will be benefited by this arrangement, including the readers of THE DAILY TRIBUNE, as Mr. McNeil will give us weekly telegrams of the quantity of stock on the road.

SALES OF CATTLE.

There is no drove in market worthy of particular distinction, but quite a number of them that are on the average very good fair selling bullocks for our best retail market customers. The following notes will give a view of all grades of stock, and the opinions of various cattle-brokers as to the price and relative condition of the market compared with last week.

Isaac Bedford sold 17 old-style Kentucky cattle for B. C. Eaton, at 6¾@7c, averaging 1011 lb., including one grade Durham cow at $42 50, which was the

Eli Gilly reports sale of 50 Dutchess and Putnam County native steers at 6c for ordinary, and 10½c. for the best, and that the market is a shade better than last week.

Hogg & Sherman bought of T. H. Brown 36 good, fair Madison County, Ohio, steers at $68, estimated by the seller 7¼ cwt., which they are retailing on an average of 10c. Also, 26 Dutchess County native stock, of good, fair quality, at 10c., and 10 of them from Col. Hogg's own farm, average 7½ cwt., owner's estimate, sold at little over $80 each. He considers the market better, but Mr. Sherman, who is selling the 45 Ky. Durhams that John Bryant bought of Geo. Wilson, says it is no better. He finds it very hard to get 10@10½c. for these good, fair steers.

Charles G. Teed is selling for John Bryant the Ware drove of Kentucky Durhams, of 1¼ cwt. average upon 30, and 6 cwt. upon 17, at 9¾@10½c., and also for R. Reed, from Madison Co., Ohio, averaged at 7 cwt. by the owner, at rates that he's fair to average $70@$72 a head; and also a lot of country cattle; and though his first sales were better, the market grew so very dull before night Tuesday, that he declared it was no better than last week, and so that opinion is confirmed to-day.

D. G. Culver has a fine lot of 65 head of Kentucky Durhams, bought at Albany of Pettit which he estimates will sell at 10c. upon 7 cwt. average, and that the market is a little better.

Simon Ulery has one of John T. Alexander's droves, of very good Illinois stock, some of which are grass Durhams; the whole averaged at 7¼ cwt., and selling at 10@10½c., and a little better than last week.

Murray & Glover have the other Alexander drove, of about the same quality as the drove last week, and selling at better prices, but not over 10½c. upon 7¼ cwt.

Jos. H. Williams sold 60 nice, tidy, old style Virginia Cattle at 9@10c., and 34 old style Ohio stock, average but fair, at 9@9½c., for P. C. Brown, and considers the market a little better.

Henry Myers sold 27 Columbia County fed Cattle for Van Alstyne, nine of them Herefords, from Geo. Clark's herd, of Otsego, estimated 9 cwt., at about 10c., the exact price not willingly stated, but that it was a good ½c. better than native stock just as fat.

Wm. H. Belden sold 22 head of Western steers grazed upon his farm, the cost of keeping out of 100 head; three cows 9 cwt. and weight to. Market to proved.

T. S. Hastings has a drove of Kentucky Durhams, for O. M. McConnell, including a few old style, which he thinks will average 10c.—the home weight being 1,435—15 of the top sold at $90, were 10½c. or over. Market better. The drove averaged $75 on 7¼ cwt.

Geo. W. Vail sold 50 head of State stock of various sorts at 8@10c., and thinks the prices at first were better, but sales very slow toward the last.

Geo. Ayrault sold 18 from his Dutchess Co. farm, 3 at $98, and all at an average of 10c. upon 8 cwt. Also 45 good Ohio steers bought of Freeman & Sheldon, at 10c. average upon 7¾ cwt., and probably will average more, say $50@20 of the best sold at $10.

Church & McKee sold here and at Bergen, for W. Thomas, 29 State Steers, 7¼ cwt., at 8½c. For P. Reed, 12 good State Steers at 9½, and 11 nice, plump, 4½ cwt. Heifers