STEAMER of SEPTEMBER 22.
FOR SOUTHAMPTON AND HAVRE.
U. S. M. Steamship ILLINOIS,
P. E. Terry commander, will sail from Pier No. 4, North River, New-York, at noon on SATURDAY, Sept. 22 with mails, passengers, and specie, for England and France.
First Cabin to Havre, $80, to Southampton, $75
Third Cabin to Havre, $35; to Southampton, $30.
D. TORRANCE, Agent, No. 5 Bowling Green, New-York.
Steamship VANDERBILT sails Oct. 20.

FOR HAVANA and NEW-ORLEANS.
PASSAGE, $50.
On TUESDAY Sept 25, 1860, at 3 o'clock p. m. from foot of Warren st., North River the staunch and favorite steamship EMPIRE CITY, Samuel S. Baxter, Commander, newly double-planked and coppered from her keel up; with fine new deck, state rooms, cuddies and boilers thoroughly repaired and tested, and the vessel throughout put in first-rate condition, will be dispatched as above.
Bills of Lading for the proper form furnished at the office, and no bills of lading will be signed after the hour of sailing.
For Freight or Passage apply at No. 177 West st., corner of Warren st.
M. O. ROBERTS.
N. B.—Freight received on and after THURSDAY, Sept 20.

FOR SAVANNAH and the SOUTH.—The steamship HUNTSVILLE, Capt John A. Fort, will leave Pier No. 13, North River, on THURSDAY, Sept 20, at 4 p. m. Passage to Savannah, with accommodations unequaled, $15; through tickets to New-Orleans $29 75; Mobile, $25; Montgomery, $25; Memphis, $31 75; Nashville, $29 75; Knoxville, $25 50; Chattanooga, $25; Albany, $23; Columbus, $21; Atlanta, $21; Macon, $20; Augusta, $17 50, including carriage fare in Savannah. H. B. CROMWELL & Co.,
No 86 West-st., and No 335 Broadway.

Steamboats and Railroads.

DAY BOAT for ALBANY and TROY, making the usual Landings.—The steamer DANIEL DREW leaves Jay st. Pier Tuesdays, Thursdays, and Saturdays, at 7 a. m.

FOR SAG HARBOR, ORIENT, and GREENPORT.—The MASSACHUSETTS, Capt. Havens, having unsurpassed passenger accommodations, will leave Pier No. 32 James-slip, East River, TUESDAY, THURSDAY, and SATURDAY AFTERNOONS, at 5 o'clock.

FOR BRIDGEPORT—Fare 50 Cents.—The steamer JOHN BROOKS will leave Peck slip every Tuesday, Thursday and Saturday at 12 m., arriving in time for the cars of the Housatonic Naugatuck and New Haven Trains. Freight taken at the lowest rates. T. LOCKYER & Co.

DAY BOAT for WEST POINT, CORNWALL, NEWBURGH, MILTON, and POUGHKEEPSIE.—The steamboat ALIDA will leave Jay-st Pier DAILY, at 8:30 a. m. (touching at 34th-st. Pier); returning to the city at 6:30 p. m. Passengers for Albany, Troy, Saratoga, or any point west, can make sure connections at Poughkeepsie. Baggage transferred free.

FOR BRIDGEPORT—DAILY LINE—FARE 50 CENTS.—The Steamer CATALINE, Capt. William A. Vail, will leave Oliver Slip EVERY DAY, at 12 o'clock NOON, running in connection with the Housatonic Railroad. The Steamer BRIDGEPORT will leave Peck Slip EVERY MONDAY, WEDNESDAY, and FRIDAY, at 12 o'clock, NOON, arriving in time to connect with all the Express Trains.
GEO. W. CORLIES, Agent.

SHORT LINE to HARRISBURG, via CENTRAL RAILROAD OF NEW JERSEY, *Without Change of Cars*
AN EXPRESS TRAIN LEAVES NEW-YORK DAILY (Sundays excepted), from foot of Courtlandt st., at 8 O'CLOCK A. M., FOR HARRISBURG.
For Easton, Allentown, and Reading Connecting at Reading with Philadelphia and Reading Railroad for POTTSVILLE and PHILADELPHIA, and at HARRISBURG with MAIL TRAINS on PENNSYLVANIA CENTRAL RAILROAD, East and West; NORTHERN CENTRAL RAILROAD, North and South; and with the CUMBERLAND VALLEY RAILROAD, arriving at Harrisburg at 12:40 noon.

FOR WEST-POINT, NEWBURGH, AND POUGHKEEPSIE.—Steamer THOMAS POWELL from foot of Jay st. every afternoon at 3½ o'clock.

NEW-YORK AND HARLEM RAILROAD
FARE TO ALBANY $2
On and after MONDAY, June 25, 1860, trains will leave 26th st. Station, New-York, as follows:
For Williamsbridge and all way Stations 7:40, 11 a. m., and 3:30 p. m. For White Plains and all way Stations, 2 30, 4 and 5 p. m. For White Plains and all way Stations, 6.15, from Whitlock st. Depot. For Croton Falls, from 26th st. Depot, 8:15 a. m., stopping at Williamsbridge and Stations above. For Dover Plains from 26th st. Depot, 4:30 p. m., stopping at White Plains and Stations above (this train runs to Millerton every Saturday evening). For Albany, from 26th st. Depot, 10:15 a. m. express mail train, stopping at White Plains, Bedford, Croton Falls, and Stations North.
Returning—Will leave Williamsbridge, stopping at all way Stations, 6:40, 9 a. m. and 1 p. m. White Plains, stopping at all way Stations, 8 and 7 a. m., 4:15 and 7 p. m. Dover Plains, stopping at all Stations north of Fordham, 6 a. m.; this train leaves Milbrook every Monday morning at 5:35; Croton Falls, 5 p. m., stopping at all Stations north of Fordham; Albany, 9 a. m., stopping at all Stations north of White Plains.
JOHN BURCHILL, Asst Supt.

HUDSON RIVER RAILROAD for ALBANY and TROY, connecting with trains NORTH and WEST. On and after Monday Sept 17, 1860, Trains will leave Chambers st. station as follows: Through Express Trains, 7 and 11 a. m. and 5 p. m.; Albany Mail, 7:20 a. m.; Sleeping Car Train, 9:30 p. m. (Sundays included). Way Trains for Sing Sing at 9:45 a. m., 4:15, 7, and 10:45 p. m.; Tarrytown, 3:35 p. m.; for Peekskill, 3:30 p. m.; for Poughkeepsie, 2:15 and 3:20 p. m. Emigrant Train from 31st st., 6:35 p. m. Passengers taken at Chambers Canal Christopher, and 31st sts. Trains for New-York leave Troy at 4:45 (Sundays included) and 8:45 and 11:30 a. m. and 3:45 and 8:30 p. m. Albany about 30 minutes later. Albany for New-York, Sundays included 5 p. m. train.
A. F. SMITH, Superintendent.

NEW-YORK and ERIE RAILROAD.—DUNKIRK EXPRESS at 7 a. m., for Dunkirk, Buffalo, Canandaigua, and principal Stations.
Mail at 8:15 a. m., for Dunkirk and intermediate Stations. This Train remains over night at Elmira.
WAY at 3:45 p. m. for Middletown, Newburgh, and intermediate Stations.
NIGHT EXPRESS, daily, at 5 p. m., for Dunkirk, Buffalo, Canandaigua, and principal Stations. The train of Saturday stops at all mail train stations, and runs only to Elmira.
CHAS. MINOT, General Supt.

FOR BOSTON and PROVIDENCE, via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New-York every TUESDAY, THURSDAY, and SATURDAY, at 5 o'clock p. m. and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY, and FRIDAY, at 5 o'clock p. m., from Pier No. 3, N. R.
Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch by the Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West st.

NEW-JERSEY RAILROAD.—For PHILADELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express Lines leave New-York at 7, 9, and 11 a. m., and 4 and 6 p. m.; fare $3. Through tickets sold for Cincinnati and the West, and for Washington, New-Orleans and the South, &c., and through baggage checked to Washington in 7 a. m. and 6 p. m. trains.
J. W. WOODRUFF, Assistant Superintendent.
No baggage will be received for any trains unless delivered and checked 15 minutes in advance of the time of leaving.

NEW-YORK and HARLEM RAILROAD.—Summer arrangement for pleasure travel; trains leave 26th st. Station as follows:
10:15 a. m.—Express for Albany, Troy, Saratoga, Sharon Springs, Niagara Falls, Lake George Lebanon Springs and Lake Mohopac, connecting at Albany with N. Y. C. R. R. for Sharon Springs, Niagara Falls, and all places West. Also, with trains for Saratoga and all points North. 3:15 a. m.—For Croton Falls, connecting at Golden's Bridge with Stages for Lake Waccabuc; and at Croton Falls with Stages for Lake Mahopac. 4:30 p. m.—For Dover Plains, connecting at Golden's Bridge with Stages for Lake Waccabuc, and at Dover Plains with Stages for Lake Mohopac.
JOHN BURCHILL, Asst Supt.

CENTRAL RAILROAD of NEW-JERSEY—From foot of Cortlandt st.—Connecting at Hampton Junction with Delaware, Lackawanna, and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections.
SUMMER ARRANGEMENT—Commencing May 28, 1860—Leave New-York as follows:
HARRISBURG EXPRESS—At 6 a. m., for Easton, Reading, Harrisburg, Mauch Chunk, &c.
MAIL TRAIN—At 8 a. m., for Easton, Water Gap, Scranton, Great Bend, Pittston, Wilkesbarre, &c.
12 M. THROUGH TRAIN—For Easton, Mauch Chunk, Reading, Pottsville, Harrisburg, &c.
4 P. M. THROUGH TRAIN—For Easton, Allentown, Mauch Chunk, &c.
6 P. M. WAY TRAIN—For Somerville and intermediate stations.
EXPRESS TRAIN FOR HARRISBURG.
The 6 a. m. Express Train from New-York arrives at Harrisburg at 12:40, noon, in time to connect with trains on Pennsylvania Central Railroad, east and west, Northern Central, north and south, and with Cumberland Valley Railroad.
LEAVE NEW-YORK FROM PIER No. 2 N. R. at 7:30 and 11:30 a. m. and 3:30 p. m. for Eastern and intermediate stations, and at 3:30 p. m. for Somerville and intermediate stations.
JOHN C. STEARNS, Superintendent.

1860 THE PENNSYLVANIA CENTRAL RAILROAD 1860
GREAT DOUBLE-TRACK ROUTE.
The capacity of the Road is now equal to any in the country.
THE GREAT SHORT LINE TO THE WEST
Office No. 1 Astor House, corner of Vesey st.
Facilities for the transportation of Passengers to and from Cincinnati, Chicago, St. Louis, Pittsburg, Pacific and Nashville, Memphis, New-Orleans, and all other places in the West, Northwest and Southwest are unsurpassed for speed and comfort by any route.
Through trains for the West leave New-York (foot of Cortlandt st.) Morning Express, 7 a. m.; Evening Express, 6 p. m.
Sleeping and smoking cars on all the trains.
Fare always as low, and the time as quick, as by any other route.
By this route Freights of all descriptions can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, BY RAILROAD DIRECT, or to any port on the navigable rivers of the West, by steamers from Pittsburgh.
The rates of Freight to and from any point of the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers intrusting the transportation of their Freight to this Company can rely with confidence on its speedy transit.
This Company also maintains an Emigrant Accommodation Line, by which parties emigrating westward enjoy a cheap and comfortable mode of conveyance at one uniform low rate of fare.
J. E. ELLIOTT, Passenger Agent, No. 1 Astor House.
LETCH & Co., Freight Agents, No. 1 Astor House and No. 1 South William-st.
McDONALD & BISCHOFF, Emigrant Agents, No. 8 Battery place.
ENOCH LEWIS, General Supt., Altoona, Pa.

Medical.

BURNTON'S QUICK RELIEF, the Great Internal and External PAIN ERADICATOR. For Rheumatism, Contractions, Dyspepsy, Sore-Throat, Tenderness of Palms and Soles, it is a sure and never failing remedy. Sold at No. 241 Pearl-st., Boston, and Druggists. DEPOT, 206 BOWERY, Boston, and 3 Dollars, and Druggists.

BRANDRETH'S VEGETABLE UNIVERSAL PILLS cure Apoplexy, Bilious Diseases, and diseases generally. How? Because they purify the blood and remove all obstructions from the bowels and circulation. Their timely use has saved many a life. Sold at No. 294 Canal-st. (not the corner of Broadway) but No. 294 Canal-st. Brandreth House, No. 4 Union square, Campbell's, corner 24th-st. and 2d-av.
And by all respectable dealers.
Price 25 cents per box.

PILES, PILES, and COUGH.—A one-dollar bottle of either will cure, or the money will be returned by Mrs. D. HUSSEY, No. 292 Greene-st., near Amity.
Patients taken in the house, and cured of almost every known disease, without medicine, by Dr. HUSSEY.

SCOTT'S AMERICAN REMEDY will save years of pain and melancholy. It revitalizes the whole system.
Write for a bottle, price $1, to Dr. SCOTT, No. 229 Broadway, N. Y.

Legal Notices.

BY ORDER of the Honorable BENJAMIN W. BONNEY, Justice of the Supreme Court of the State of New-York.—NOTICE is hereby given, pursuant to the provisions of the statute authorizing attachments against absconding, concealed, and non-resident debtors, that an attachment has issued against the estate of JOHN GRAHAM, a resident of Stamford, in the State of Connecticut, and that the same will be sold for the payment of his debts, unless he appear and discharge such attachment, according to law, within nine months from the first publication of this notice; and that the payment of any debts due to him by residents of this State, and the delivery to him or for his use, of any property within this State belonging to him and the transfer of any such property by him are forbidden by law, and are void.—Dated the fourth day of May, 1860.
I. T. WILLIAMS,
Attorney for Attaching Creditors,
my8 law9moTu* No. 11 Wall-st., N. Y.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against ISAAC W. WARD, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the residence of GEORGE B. WARD, No. 36 Second avenue, in the City of New-York, on or before the twenty-seventh day of December next.—Dated New-York, the 26th day of June, 1860.
ISAAC B. WARD, GEO. B. WARD, } Executors.
je26 law6mTu*

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against SARAH M. VANBUSKIRK, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscribers at the office of LOT C. CLARK, No. 51 Wall-st., in the City of New-York, on or before the first day of January next.—Dated, New-York, the 23d day of June, 1860.
JOHN S. LYLE, LOT C. CLARK, } Executors.
je26 law6m.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against SHARP TORDOFF, late of the City of New-York, deceased, to present the same with vouchers thereof, to the subscribers, at the office of George F. Holmes, one of the undersigned, No. 20 Sixth street, in the City of New-York, on or before the sixteenth day of February next.—Dated, New-York, the 18th day of August, 1860.
GEORGE F. HOLMES, Administrator.
aul4 law6mo Tu MARY TORDOFF, Administratrix.

COMMERCIAL MATTERS.

Sales at the Stock Exchange....SEPT. 17.

2,000 Virginia State 6s	91	200 Harlem R. R. Pref	50
3,000 Missouri State 6s	80¾	400 do	b10 50¼
1,000 California State 7s	94	100 do	b60 50¼
5,000 North Carolina State 6s	86½	400 do	b30 51
2,000 N. Y. Cent. RR. 7s	103½	100 do	50¼
2,000 Erie RR. 4th Mt. Bs	82¾	200 do	50¼
5 do	24	100 Nor. & Wor. R. R.	4½
15,000 Mich. So. 2d Mt. Bs	67	200 Reading RR.	43½
3,000 Mich. So. & N. I. Bds	81½	100 do	b60 43½
5,000 Ill. Central R. R. Bds	95	100 do	b10 43½
5,000 La C. & Mil. L. G. Bs	24½	200 do	43½
2,000 do	24½	100 do	b30 43
5,000 Chi. & N. W. 1st Mt	81½	100 do	b60 43½
2,000 Chi. & N. W. 2d Mt	34½	100 do	b3 43
2,500 L. E. & W. 2d M. Bs	46	100 do	43
2,000 Mich. & Mo. 1st Mtge. Con Bds	69	25 Erie Bur. & Quin. RR.	2½
44 National Bank	109	100 Mich. So. & N. Ia R. R.	b10 24
20 Bank of Commerce	100½	100 do	24
50 Canton Co	21	100 do	b30 24
30 Del. & Hud. Canal Co	96	100 do	24½
20 Penn. Coal Co	97	100 do	b10 24½
50 Pacific Mail S. S. Co	93	1370 M. So. & N. I. Old S's	50
800 New-York Central R.	80½	50 do	20 49½
400 do	88	300 do	49½
250 do	b10 89½	100 do	b10 50
150 do	89	100 do	b4 50
200 do	b10 89½	100 do	49½
350 do	b30 89	100 do	b30 50
100 do	b60 89½	100 do	50
20 New-Jersey Central R.	17	100 do	b30 50½
100 Erie Railroad	34½	500 do	b30 50½
100 do	34½	200 do	50½
100 do	b16 34½	100 do	b10 50½
100 do	34½	1,115 Ill. Cent. R. R. Scrip	84
100 do	b10 34½	100 do	84½
100 do	34½	100 do	84½
200 do	34½	500 do	b30 84½
50 do	34½	100 do	85
100 do	b10 35	100 do	85
200 do	35	100 do	b30 85
50 Hudson River R. R.	b60 35	100 do	85
25 do	b60 35	100 Clev. & Toledo RR.	43½
350 do	35	500 do	49½
50 do	b10 35	100 do	49½
200 Harlem R. R.	13	200 do	b60 50
400 do	13	200 do	b15 49½
50 do	13	100 do	49½
100 do	b30 13	100 do	49½
200 do	13	100 Chic. & Rk. Island RR.	82
100 do	b10 13	100 do	b30 82½
100 do	13	100 do	b10 82½
25 Erie Cross & Milw. RR.	11	475 Milw. & Miss. RR.	15

SECOND BOARD.

2,000 Tenn. State 6's '90	86	100 Reading R. R.	43½
4,000 Missouri 5's 6's	80½	100 Mich. So. & N. I. Guar. Stock	b30 50
5,000 La Crosse & Mil. Land Grant bds	24½	50 do	b3 49
1,000 Mich. So. Sink Fd. bds	80	50 do	49
2,000 L. E. & W. 1st mtg. bds	77	200 do	b3 49
100 Canton Company	960	100 do	b30 49
50 Pac. M. Steam. Co.	b10 84	400 Cleve. & Pitt. R. R.	b30 42
15 do	83	100 Ill. Cen. R. R. Scrip	b30 89
465 N. Y. Central R. R.	89	100 do	88
1,000 do	89	100 do	88
100 do	b30 89½	200 Clev. Col. & Cin. R. R.	96
100 do	b30 89½	100 Gal. & Chi. R. R.	b30 79
450 do	b30 89	50 do	b30 79
100 do	89½	100 do	79
20 Nor. & Wor. R. R.	41	100 do	b30 79
50 Erie R. R.	b30 34	100 Cleve. & Tol. R. R.	43
230 do	34	50 do	b60 49
100 do	b60 34½	200 do	b15 49
150 do	34½	200 do	49
200 Hudson River R. R.	b60 64	200 do	49
50 do	b60 64	100 Chi. & R. I. R. R.	b30 82
200 do	64	50 do	b15 82
50 do	b30 64	100 do	81½
50 do	64	300 Chi. Bur. & Q. R. R.	b60 93
200 Harlem R. R.	b60 13	50 do	92½
400 do	13		

MINING BOARD.

	Bid.	Asked.		Bid.	Asked.
Copper Falls M. Co.	1½	11	Rockland	2½	26
Central	¾	¾	Superior	3½	4
Hancock	5½	6	Columbian	2½	3½
Isle Royale	11	11½	Green Hill	7½	8
Minnesota	3½	3¾	Ashford	2½	3
National	3	4	North State	1½	2
Pittsburgh	5¾	5¾	Silver Hill	—	1
Quincy	3½	3¾	Silver Valley	1½	1½

MONDAY, Sept. 17—P.M.

The Stock Market this morning was marked by great activity and buoyancy—the aggregate transactions reaching 22,000 shares of stocks and 60,000 of bonds. The business was well distributed, and the advance very general. The excitement was very great during some portions of the session, and there was considerable difficulty in executing time orders. The Commission houses were fully employed, indicating that a large portion of the speculative impulse comes from outsiders, who are always most active on a rising market. Erie was among the most active and buoyant stocks, touching 35, against 32¾ on Saturday. The Harlem issues were also in more active demand and advanced to 50¼ for Preferred and 13¾ for Common. The same parties who have been so successful in the Michigan Southern shares are supposed to be now operating in Harlem, and that the latter road will this Winter transport more of the Western through freight than heretofore. Norwich and Worcester was wanted and advanced to 41. Hudson River under very moderate purchases advanced to 64 against 62½ on Saturday. The Bostonians are still buying this stock. The Western shares were buoyant with the exception of Galena, the advance in which was checked by the report of reduced earnings in the second week of this month. Guaranteed Southern, with large purchases, are used to 50½ and the common stock to 24½. Rock Island sold as high as 82¾, and Toledo, which was one of the most active stocks, touched 50 on time. After the later foreign advices were received, with lower quotations for American stocks and broadstuffs, the market became heavy, and at the Second Board there was considerable disposition shown to realize on the advanced prices of the morning. Two or three leading operators for the fall, who have been rather quiet for the last few days, hammered with some spirit, and a decline of ½@1 ⅌ cent was established on the leading fancies. Central was comparatively firm, selling at 88½. Erie fell off to 33¾, and closed at that bid. The London quotation by the steamer is 28. The latest advices in London were of a declining market here for this stock and Illinois Central. Hudson River and Harlem were without important change, but the Western shares were lower. In the Bond market the demand was fair at full prices. Missouris are dull in consequence of Western bankers preferring other descriptions of State Stocks. Railroad Bonds are firm. The Erie issues have an upward tendency; sales $15,000 Southern Michigan, Second, were made at 67, which is an advance. La Crosse Land Grants sold at 24½, and Missouri and Mississippi Constructions at 69. A large private purchase of these bonds was made at 70. At the close the market was dull at the following quotations: Tennessee 6s, 80@80; Virginia 6s, 92@92½; Missouri 6s, 80¾@81; New-York Central Railroad, 88¼@88½; Erie Railroad, 33¾@33½; Hudson River Railroad, 63¾@66½; Harlem Railroad, 13¼@19½; Reading Railroad, 48@48½; Michigan Central Railroad, 72@72½; Michigan Southern and Northern Indiana Railroad, 23¾@23½; Michigan Southern and Northern Indiana Guaranteed, 49¼@49½; Panama Railroad, 126½; Illinois Central Railroad, 88@88½; Galena and Chicago Railroad, 79½@79½; Cleveland and Toledo Railroad, 48¾@49½; Chicago and Rock Island Railroad, 81½@81¾; United States 5s, 1874, 108.

The market for Foreign Bills is dull and heavy. Leading Sterling can be had at 109½@109¾, and downward to 107. Francs are 5.16¼@5.13¾.

Freights are rather firmer. To Liverpool, 500 boxes Cheese at 50s.; 2,500 bbls. Flour at 3s. 9d., and 600 do. do., to fill, at 3s. 6d.; 41,000 bushels Wheat at 13d., in bulk; 13,000 do. do., in bags, at 13½d.; 15 hhds. Tallow at 35s. To London, 25,000 bushels Wheat, in bags, at 14d.; 25,000 do. do., in shippers' bags, at 12½d., and 3,400 bbls. Flour at 4s. To Bremen, puncheons Rum at 4c.; 800 bbls. Rosin at 3s. 6d.; 1,500 bales Tobacco at 27s. 6d.; 300 bbls. Spirits Turpentine and 20 casks Ashes on private terms. To Havre, 12,000 bushels Wheat at 20@23c. The brig Nanduke to Cardiff with Wheat in shippers' bags at 13½c. ⅌ bushel.

The business of the Sub-Treasury was: Receipts, $446,602 91—for Customs, $49,000; Payments, $493,523 52; Balance, $5,589,447 13.

The following is a comparative statement of the earnings of the Little Miami and Cincinnati, Hamilton and Dayton Railroad for the month of August, 1859 and 1860:

	Little Miami.	Cin., Ham. & Day.
August, 1860	$115,758 80	$51,104 32
August, 1859	113,740 33	41,082 22
Decrease	$2,981 43	Increase..$5,021 10

There is an abundance of money offering on call to-day at 6@7 per cent, and transactions have taken place on State stocks at 5 per cent. Paper continues in moderate supply, and goes at previous rates, 6½@7 per cent.

The foreign advices by the Jura are favorable for cotton and money, but breadstuffs had a declining tendency, indicating a continuance of fine weather. The following were the quotations of American stocks in the London market on the 7th of September: United States Coupon 5s of '74, 93; Illinois Central bonds, 90; Erie stock, 28; Erie Thirds, 94; New-York Central, 79; New-York 6s, 88½; Michigan Central stock, 63; Michigan Central 8s of '82, 94.

A private dispatch from Chicago states the second week's receipts at about $4,000 decline on the same week last year, which was an unusually large one. The Rock Island, and Burlington and Quincey promise a large gain, judging by the daily grain receipts at Chicago.

The Bank statement of weekly averages is favorable as indicating a continuance of the contraction of loans, and reduction of liabilities of the banks. The loans are off nearly a million, while the loss of specie is only $227,000. The banks will probably receive some accession this week from neighboring cities, as the balance of trade is in favor of this city, with Boston, Philadelphia, and Baltimore. The deposits show a moderate decrease.

The following is a comparative statement of the condition of the Banks of the City of New-York, Sept. 8 and Sept. 15:

	Sept 8.	Sept. 15.		
Loans	$127,993,619	$127,042,728	Dec	$907,111
Specie	19,127,713	19,900,749	Dec	226,964
Circulation	9,548,824	9,494,832	Dec	44,492
Deposits	77,112,681	75,089,155	Dec	2,023,526

The movement of the Banks since Nov. 24, 1855, has been as follows:

	Loans.	Specie.	Circulation.	Deposits.
Nov. 24, 1855	$92,312,408	$11,790,239	$7,779,067	$74,675,184
Jan'y 5, 1857	109,149,153	11,172,244	8,962,118	95,846,216
Jan'y 31, 1857	11,785,838	11,191,925	8,024,943	92,866,226
Feb. 7, 1857	112,676,713	11,143,994	8,426,817	96,029,439
March 7, 1857	111,699,649	11,207,346	8,465,497	95,595,222
April 4, 1857	114,833,962	11,538,732	8,112,328	97,340,918
May 2, 1857	114,972,275	12,069,911	9,006,566	99,153,472
May 30, 1857	114,649,633	12,815,515	8,696,693	96,147,814
June 6, 1857	115,338,592	12,124,715	8,688,572	96,594,391
July 6, 1857	115,044,308	12,337,846	8,901,590	96,834,508
July 31, 1857	120,597,656	12,918,013	8,865,422	94,445,987
Aug. 8, 1857	122,077,252	11,737,367	8,981,740	94,436,413
Sept. 5, 1857	112,221,805	10,227,965	8,673,192	79,491,817
Oct. 3, 1857	105,365,495	11,490,413	7,916,107	67,975,631
Oct. 10, 1857	101,917,569	11,476,293	7,637,559	65,801,861
Oct. 17, 1857	97,245,326	7,843,222	6,667,441	52,094,623
Oct. 24, 1857	95,745,518	10,411,616	6,654,738	57,538,384
Oct. 31, 1857	97,017,784	12,803,441	6,434,748	61,463,694
Nov. 7, 1857	98,966,241	16,492,152	6,434,312	63,334,773
Dec. 5, 1857	96,338,637	26,069,388	6,555,000	78,400,095
Jan. 2, 1858	98,549,993	23,561,946	6,438,403	78,025,225
Feb. 6, 1858	103,602,992	30,852,948	6,673,931	86,090,468
March 6, 1858	105,021,962	32,739,721	6,254,624	90,382,446
April 3, 1858	110,368,354	31,830,000	7,292,332	93,583,149
May 1, 1858	111,989,456	35,004,213	7,441,214	96,488,359
June 5, 1858	116,424,397	32,790,353	7,543,830	101,429,535
July 3, 1858	119,126,492	34,146,606	7,446,426	106,642,297
Aug. 7, 1858	120,382,957	35,145,844	7,384,515	107,434,715
Sept. 4, 1858	125,895,840	28,840,664	7,743,249	108,347,801
Oct. 2, 1858	123,659,097	26,583,787	7,675,750	101,501,563
Nov. 6, 1858	126,809,492	26,337,355	8,186,933	103,217,448
Dec. 4, 1858	126,330,324	27,497,726	7,337,517	89,541,290
Jan. 1, 1859	127,594,319	27,129,725	7,854,080	90,634,198
Feb. 5, 1859	130,442,176	25,991,441	7,950,855	91,965,256
March 5, 1859	125,221,067	26,769,985	8,071,693	86,980,026
April 2, 1859	126,702,192	25,782,161	8,221,758	81,737,123
May 7, 1859	129,519,915	26,066,622	8,304,057	82,872,043
June 4, 1859	125,066,677	23,428,311	8,427,642	82,573,336
July 8, 1859	122,481,778	22,471,665	8,365,760	78,132,611
Aug. 6, 1859	119,928,059	20,063,877	8,623,059	72,524,855
Sept. 3, 1859	118,134,258	21,473,289	8,878,318	78,155,700
Oct. 1, 1859	118,206,752	19,259,126	8,337,702	70,412,165
Nov. 5, 1859	120,116,037	20,226,342	8,027,421	78,673,398
Dec. 3, 1859	122,137,024	20,045,667	8,308,819	76,258,722
Jan. 7, 1860	124,397,063	17,963,784	8,589,063	74,400,855
Feb. 4, 1860	124,091,982	18,924,201	8,174,430	77,477,604
March 3, 1860	125,012,760	20,096,512	8,155,026	80,876,172
March 31, 1860	126,336,223	23,420,799	8,444,026	83,422,031
April 7, 1860	130,696,731	22,569,122	8,329,223	83,535,835
April 14, 1860	128,919,015	23,626,962	8,775,287	84,897,593
April 21, 1860	126,646,468	23,228,314	8,790,459	82,386,498
April 28, 1860	127,486,66[illegible]	23,239,898	8,780,049	81,811,488
May 5, 1860	127,419,520	23,815,746	8,391,651	81,936,825
May 12, 1860	127,104,592	22,700,897	8,153,911	80,246,674
May 19, 1860	124,933,389	24,735,190	9,035,522	80,990,240
May 26, 1860	125,117,700	23,431,773	8,826,473	80,124,640
June 2, 1860	124,762,271	24,525,457	8,774,663	81,346,673
June 9, 1860	125,391,928	25,795,581	8,966,948	80,994,862
June 16, 1860	125,866,995	24,115,548	8,928,786	81,536,654
June 23, 1860	125,196,965	23,856,251	8,779,115	80,620,613
June 30, 1860	127,096,065	22,464,250	8,745,182	81,187,709
July 7, 1860	127,344,741	22,751,694	9,083,727	81,331,820
July 14, 1860	127,193,766	23,641,357	8,975,528	82,748,231
July 21, 1860	128,425,189	23,443,844	8,923,619	84,764,425
July 28, 1860	128,054,296	23,099,726	8,760,252	84,234,656
Aug. 4, 1860	126,119,247	22,120,189	9,176,386	83,846,903
Aug. 11, 1860	1[illegible],555,139	21,575,140	9,129,435	82,572,197
Aug. 18, 1860	1[illegible],900,346	21,009,701	9,[illegible]	82,775,116
Aug. 25, 1860	130,555,067	20,175,779	9,142,606	81,909,175
Sept. 1, 1860	129,[illegible],500	19,695,500	9,2[illegible],849	79,668,540
Sept. 8, 1860	127,[illegible],899	19,197,713	9,538,824	77,112,681
Sept. 15, 1860	127,042,728	19,900,749	9,494,832	75,089,155

Famine of the Clearing, Specie, Circulation, and Deposits of the Banks of the City of New-York, for the week ending Saturday, Sept. 1, 1860, which included the Capital Stock Bank.

NAMES OF BANKS.	Amount of Capital.	Average amount of Loans and Discounts.	Average amount of Specie.	Average amount of Circulation.	Average amount of Deposits.
	$	$	$	$	$
S. of N. Y.	2,905,755	4,656,302	649,649	450,086	2,639,504
Manhattan	2,050,000	3,308,520	683,169	319,126	2,034,554
Merchants'	2,732,712	4,604,027	819,753	199,599	2,375,353
Mechanics'	2,800,000	3,594,793	636,928	312,121	2,274,727
Union	1,500,000	2,047,749	451,363	217,081	1,335,002
Ex. of Am.	3,000,000	5,324,732	1,200,612	149,154	3,086,233
Phenix	1,300,000	2,329,247	459,220	144,252	1,324,239
City	1,000,000	2,103,241	446,127	....	1,573,906
Tradesm'n	800,000	1,407,694	111,364	313,331	737,409
Fulton	600,000	1,463,168	242,031	232,441	1,147,439
Chemical	300,000	2,