WEEKLY COMMUNICATION by STEAM between NEW-YORK and LIVERPOOL, calling at QUEENSTOWN, Ireland, to land and embark passengers and dispatches.

The Liverpool, New-York, and Philadelphia Steamship Company's splendid Clyde-built, Iron Screw Steamships are intended to sail as follows:

FROM NEW-YORK FOR LIVERPOOL.
KANGAROO.....SATURDAY, Sept 23.
EDINBURGH.....SATURDAY, Oct. 6.
GLASGOW.....SATURDAY, Oct. 13.
And every Saturday throughout the year, from Pier No. 44, N. R.

RATES OF PASSAGE.
Cabin—To Queenstown or Liverpool.....$75
Cabin—To London (via Liverpool).....80
Steerage—To Queenstown or Liverpool.....35
Steerage—To London.....38
Steerage return tickets, available for six months, from Liverpool.....60
Passengers forwarded to Havre, Paris, Hamburg, Bremen, and Antwerp, at through rates.
Certificates of passage issued from Liverpool to New-York..$40
Certificates of passage issued from Queenstown to New-York. 30
These steamers have superior accommodation for Passengers, are constructed with water-tight compartments, and carry experienced Surgeons.
For Freight or Passage, apply at the office of the Company, JOHN G. DALE, No. 15 Broadway, New-York, Agent.
In Liverpool, to WM. INMAN, Tower Buildings.
In Glasgow, to WM. INMAN, No. 5 Enoch-st.

THE NORTH GERMAN LLOYDS Steamship BREMEN, H. Wessels, Commander, carrying the U. S. Mail, will sail on
SATURDAY, Sept 29, at 2½ o'clock p. m.,
FOR
BREMEN, VIA SOUTHAMPTON,
Taking Passengers for
LONDON, HAVRE, SOUTHAMPTON, and BREMEN,
At the following rates:
First cabin, $100; second cabin, $60; steerage, $35.
For freight or passage, apply to
GELPCKE, REUTGEN & REICHELT,
No 82 Broadway.
The BREMEN will sail from the stream opposite pier No 3 N. R., and passengers with their baggage will be put on board by a steamboat plying regularly between the pier and the ship on the day of sailing. The last boat leaves the pier at 1½ p. m., precisely.

STEAMER of OCTOBER 6,
FOR SOUTHAMPTON and HAVRE.
The United States Mail Steamship
ADRIATIC,
Joseph J. Comstock, Commander, will sail from the foot of Canal-st. on SATURDAY, Oct 6, at 10 a. m., with Mails, Passengers, and Specie, for the above ports.
For Freight or Passage apply at the office of the North Atlantic Steamship Company (room No. 4), No. 69 Wall-st.
J. P. STEPHENS, Secretary.

STEAMER of OCTOBER 20th.
FOR SOUTHAMPTON AND HAVRE.
The United States Mail Steamship VANDERBILT, P. E. LEFEVRE Commander, will sail from Pier No. 3 North River, New-York, at NOON, on SATURDAY, October 20th, with mails, passengers, and specie, for ENGLAND and FRANCE. 1st Cabin $120; 2d Cabin $60; 3d Cabin, to Havre, $35; to Southampton $30.
D. TORRANCE, Agent,
No. 5 Bowling Green, New-York.

FOR SAVANNAH and the SOUTH.—The steamship R. R. CUYLER, Capt. Fred. Crocker, will leave Pier No 3 North River, on SATURDAY, Sept. 29, at 4 p. m. Passage to Savannah, with accommodations unequaled, $15; through tickets to New-Orleans, $39 75; Mobile, $35; Montgomery, $25; Memphis, $21 75; Nashville, 29 75; Knoxville, $25 50; Chattanooga, $25; Eufala $24; Albany, $23; Columbus, $21; Atlanta, $21; Macon, $20; Augusta, $17 50, including carriage fare in Savannah. H. B. CROMWELL & Co., No. 36 West st, and No. 235 Broadway.

FOR CALIFORNIA via PANAMA.—A first-class steamer will leave New-York the 1st, 11th, and 21st of each month; except when these dates fall on SUNDAY, when the day of departure will be the MONDAY following. For freight or passage apply at the only office, No. 177 West-st., corner of Warren st.
D. B. ALLEN, Agent.

Steamboats and Railroads.

NOTICE.—The steamboat ALIDA will discontinue running between New-York and Poughkeepsie for the season of 1860, after SATURDAY, Sept. 22.

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.

DAY BOAT for ALBANY and TROY, making the usual Landings.—The steamer DANIEL DREW leaves Jay-st. Pier and 30th-st. Tuesdays, Thursdays, and Saturdays, at 7 a. m.

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
6 O'CLOCK A. M., FOR HARRISBURG,
Via 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 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 an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West st.

NORTHERN RAILROAD of N. J.—Leaves foot of Courtlandt-st. Jersey City Ferry daily (Sunday's excepted) 5 a. m. and 4 and 6 p. m., for Piermont and Sufferns; 9 a. m. for Piermont. Leave Sufferns at 6:40 a. m. and 7 p. m., and Piermont 6 and 7:25 a. m., and 3:40 and 5:15 p. m. Stages connect for Hackensack, Nyack, New-City, and Haverstraw.

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, 9:20 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, 5:30 p. m.; for Poughkeepsie, 1:15 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 6:15 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.

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, St. Paul, Nashville, Memphis, New-Orleans, and all other towns in the West, North-west, and South-west, are unsurpassed for speed and comfort by any route.
Through trains for the West leave New-York (foot of Courtlandt-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 interested in 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 half the first class rates of fare. J. L. ELLIOTT, Passenger Agent, No. 1 Astor House.
LEECH & Co., Freight Agents,
No. 1 Astor House and No. 1 South William-st.
McDONALD & BISCHOFF, Emigrant Agents,
No. 8 Battery place.
ENOCH LEWIS, General Sup't, Altoona, Pa.

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 Charleston, 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.

Medical.

BURNTON'S QUICK RELIEF, the Great Internal and External PAIN ERADICATOR. For Rheumatism, Contractions, Dysentery, Swellings, Lameness, or Pains and Aches, it is a sure and never failing remedy. Sold at Nos 241 Hudson-st., 331 6th-av. and Druggists. DEPOT, 286 BOWERY

BRANDRETH'S VEGETABLE UNIVERSAL PILLS cure Apoplexies, 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 8th-av. and 28th st.
And by all respectable dealers.
Price 25 cents per box.

HOW to CURE DISEASES of the MOST DISTRESSING CHARACTER.
See PATIENT'S GUIDE. By G. W. MORTON, M. D.
Containing advice and mode of cure, with pleasant remedies; to be had of all druggists at little cost, and no exposure. Price 10 cents.
Sold by H. G. LAWRENCE, No. 1 Vesey-st.
Mailed free on receipt of four postage stamps.
Address Box No. 1,028 Philadelphia Post-Office.

IF you desire Sound Sleep, Steady Nerves, Clear Skin, Cheerfulness, Sharp Appetite, Pure Blood, in short, bodily and mental HEALTH, write for a bottle price $1, of "SCOTT'S AMERICAN REMEDY,"
to Dr. SCOTT, No. 229 Broadway.

PERUVIAN
SYRUP.
TRY IT

PILES, PILES, and COUGH.—A one-dollar bottle of either will cure, or the money will be returned by Mrs. Dr. HUSSEY, No. 122 Greene-st., near Amity.
Patients taken in the house, and cured of almost every known disease, without medicine, by Dr. HUSSEY.

Water-Cure.

PEEKSKILL WATER-CURE.—Open through the year. D. A. GORTON, M. D., Proprietor. Reference in New-York: Hon. JOHN B. SCOLES, No 5 Beekman-st.
T. H. HARRIS, esq., No. 238 Broadway.
S. W. BENNETT, esq., No. 90 Cedar-st.
For a descriptive Circular, inclose stamp. Address the Proprietor, Peekskill, N. Y

Legal Notices.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against MARTIN UNGRICH, late of the City of New-York, baker, deceased, to present the same with vouchers thereof, to the subscribers, at the office of CHARLES H. GLOVER, esq., No. 48 Wall-st., in the City of New-York, on or before the 1st day of October next.—Dated New-York, the 29th day of March, 1860.
HENRY UNGRICH, Executor.
mh30 1aw6mF LOUISA UNGRICH, Executrix.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOHN DEMAREST, late of the City of New-York, weigher, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of HENRY C. WRIGHT, Counselor at Law, No. 229 Broadway, New-York City, on or before the first day of October next.—Dated New-York, March 30, 1860.
RODERICK F. CLOW,
Administrator.
ANNA DEMAREST,
mh30 1aw6moF* Administratrix of said deceased.

SUPREME COURT—City and County of New-York.—PETER KOHLBECK, Plaintiff, against MORRIS FREDERICK, Defendant.—Summons, for a money demand on contract.—To the Defendant: You are hereby summoned and required to answer the complaint in this action, of which a copy is herewith served upon you, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 68 Wall street, in the City of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the complaint within the time aforesaid, the plaintiff in this action will take judgment against you for the sum of sixty dollars, with interest from the first day of May, one thousand eight hundred and sixty, besides the costs of this action.—Dated July 10, 1860.
PHILIP F. SMITH,
Plaintiff's Attorney, No. 68 Wall-street.
The complaint in the above entitled action was duly filed in the office of the Clerk of the City and County of New-York, on the 16th day of July, 1860.
PHILIP F. SMITH,
jy 26 law10wF* Plaintiff's Attorney.

SUPREME COURT—City and County of New-York. CHARLES HOFFMAN against ELIZA HOFFMANN to ELIZA HOFFMAN. You are hereby summoned and required to answer the complaint in this action which was filed in the office of the Clerk of the City and County of New-York at the City Hall in said City, September 6th 1860, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 229 Broadway, in said City of New-York, within twenty days after the service of this summons on you exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated August 1st 1860.
IRVING COOK & PLACE, Plaintiff's Attorneys.
s7, law6wF.

STATE OF NEW-YORK,
OFFICE OF THE SECRETARY OF STATE,
ALBANY, Aug. 6, 1860.

TO the Sheriff of the COUNTY of NEW-YORK—SIR: NOTICE IS HEREBY GIVEN, that at the General Election, to be held in this State on the Tuesday succeeding the first Monday of November next, the following officers are to be elected, to wit:
A Governor, in the place of Edwin D. Morgan;
A Lieutenant-Governor, in the place of Robert Campbell;
A Canal Commissioner, in the place of John M. Jaycox;
An Inspector of State Prisons, in the place of William C. Rhedes;
All whose terms of office will expire on the last day of December next;
Thirty-five Electors of President and Vice-President of the United States;
A Representative in the Thirty-seventh Congress of the United States, for the Third Congressional District, composed of the First, Second, Third, Fifth and Eighth Wards, in the City of New-York;
A Representative in the Thirty-seventh Congress of the United States, for the Fourth Congressional District, composed of the Fourth, Sixth, Tenth and Fourteenth Wards, in the City of New-York;
A Representative in the Thirty-seventh Congress of the United States, for the Fifth Congressional District, composed of the Seventh and Thirteenth Wards, in the City of New-York, and the Thirteenth, Fourteenth, Fifteenth, and Sixteenth Wards of Brooklyn;
A Representative in the Thirty-seventh Congress of the United States, for the Sixth Congressional District, composed of the Eleventh, Fifteenth, and Seventeenth Wards, in the City of New-York;
A Representative in the Thirty-seventh Congress of the United States, for the Seventh Congressional District, composed of the Ninth, Sixteenth, and Twentieth Wards, in the City of New-York;
And a Representative of the Thirty-seventh Congress of the United States, for the Eighth Congressional District, composed of the Twelfth, Eighteenth, Nineteenth, Twenty-first, and Twenty-second Wards, in the City of New-York.
COUNTY OFFICERS ALSO TO BE ELECTED FOR SAID COUNTY.
Seventeen Members of Assembly;
A Register, in the place of William Miner;
A City Judge, in the place of Abraham D. Russell;
A Recorder, in the place of George G. Barnard;
A Surrogate, in the place of Edward C. West;
A Justice of the Supreme Court, in the place of Benjamin W. Bonney;
Two Supervisors, in the place of Smith Ely, jr., and William R. Stewart;
All whose terms of office will expire on the last day of December next.
The attention of Inspectors of Election and County Canvassers is directed to Chap. 349, of Laws of 1860, a copy of which is printed herewith, for instructions in regard to their duties under said act, entitled, "An Act to perfect an Amendment to the Constitution, abolishing the property qualification of people of color."
CHAPTER 349.
AN ACT to perfect an amendment to the Constitution abolishing the Property Qualification of people of color.
Passed April 13, 1860—three-fifths being present.
Whereas, The following amendment to the Constitution of this State was agreed to by a majority of all the members elected to each branch of the Legislature for the year one thousand eight hundred and fifty-nine, and the said amendment was duly entered on the journals of each branch of the Legislature, with the yeas and nays taken thereon, and referred to the Legislature to be chosen at the next election of Senators and Members of Assembly, and was duly published for at least three months previous to such election, in pursuance of the thirteenth article of the Constitution of this State; and
Whereas, The said amendment was also agreed to by a majority of all the members elected to each of the said branches of the Legislature for the year one thousand eight hundred and sixty, pursuant to said thirteenth article; which said amendment is in the words following, to wit:
SECTION 1, of article two, of the Constitution of this State, is hereby amended by striking out the following words: "But no man of color, unless he shall have been for three years a citizen of this State, and for one year next preceding any election, shall have been seized and possessed of a freehold estate of the value of two hundred and fifty dollars, over and above all debts and incumbrances charged thereon, and shall have been actually rated and paid tax thereon, shall be entitled to vote at such election; and no person of color shall be subject to direct taxation unless he shall be seized and possessed of such real estate as aforesaid."
Now, therefore, for the purpose of submitting the said proposed amendment to the people of this State—
The People of the State of New-York, represented in Senate and Assembly, do enact as follows:
SECTION 1. The inspectors at each poll in the several towns and wards of this State, at the general election for Governor, to be held on the sixth day of November, one thousand eight hundred and sixty, shall provide a box to receive the ballots of the citizens of this State, in relation to the said proposed amendment and each voter may present a ballot on which shall be written or printed, or partly written or partly printed, one of the following forms, namely: "For the proposed amendment in relation to suffrage," or "against the proposed amendment in relation to suffrage." The said ballots shall be indorsed, "Proposed amendment in relation to suffrage," and so folded as to conceal the contents of the ballot and expose the indorsement. And all the citizens of this State entitled to vote for Member of Assembly in their respective districts, shall be entitled to vote on the adoption of the said proposed amendment, during the day of election, in the several districts in which they reside.
§ 2. After finally closing the polls of such election, the inspectors shall count and canvass the ballots given in relation to said proposed amendment in the same manner as they are required by law to canvass those given for Governor, and thereupon shall set down in writing, and in words at full length, the whole number of votes given "for the proposed amendment," and the whole number given "against the proposed amendment," and shall certify and subscribe the same, and cause copies thereof to be made, certified and delivered as prescribed by law in respect to the canvass of votes given at an election for Governor.
§ 3. The votes so given shall be canvassed by the Board of County Canvassers, and statements thereof shall be made, certified, signed, and recorded, in the manner prescribed by law in respect to the canvassing of votes given for Governor; and certified copies of the same shall be made and transmitted by the County Clerks respectively, in the manner prescribed by law in the cases of election for Governor. The Board of State Canvassers shall canvass the said certified copies in the like manner as prescribed by law in respect to the election of Governor, and in like manner shall make and file a certificate of the result of such canvass, which shall be recorded by the Secretary of State, and published by him.
§ 4. This act shall take effect immediately.
You are without delay, to deliver copies of the above notice, as directed by Chap. 490, Laws of 1860.
Yours respectfully, D. R. FLOYD JONES,
Secretary of State.
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SHERIFF'S OFFICE, *City and County of New-York, ss*—I hereby certify the above to be a true copy of the original notice received by me this day, from the Secretary of State.—August 9, 1860.
JOHN KELLY,
Sheriff of the City and County of New-York.
Extract from Chapter 490, Laws of 1860, § 14. The Sheriff or Clerk of the County of New-York, who shall receive a notice of an election, shall without delay, deliver a copy of such notice to the Board of Supervisors of said county, and each Supervisor of said county; he shall also cause a copy of such notice to be published once in each week, until the election therein specified, in such newspapers in said county, not exceeding fifteen in number, having the largest circulation in the city and the county.
Pursuant to the above extract, proprietors of newspapers are notified not to insert this advertisement unless duly authorized.
JOHN KELLY,
Sheriff of the City and County of New-York.

FELTON, News Agent, BUFFALO, is agent for the sale of THE TRIBUNE. He receives it by the Newspaper Express Train, at 6 p. m.

New-York Daily Tribune

COMMERCIAL MATTERS.

Sales at the Stock Exchange....SEPT. 27.

1,000 United States 5s..'65	102	10 Del. and Hud. Can. Co.	96
1,000 Tenn. State 6s..'90..	90	50 Pacific Mail S. S. Co...	83½
10,000 Virginia State 6's....	91½	25 do.....	84
1,000 N. Carolina State 6s..	59½	100 Harlem RR. Pref...	b10 54
5,000 do.....	98	500 do.....	53
2,000 Missouri State 6s.....	79½	100 do.....	53½
2,000 do.....b10	79½	100 do.....	53½
1,000 do.....	78	300 do.....	53½
1,000 California State 7s..	91½	23 N. Haven & Hart. RR...	140
10,000 Erie RR. 1st M Bs..	108½	100 Norw. & W'r RR.....	45
8,000 Erie RR. 4th M. Bs..	87	100 Reading RR.....	b4 48½
1,000 Erie RR. 5th M. Bs..	86½	100 do.....	48½
2,000 Erie R. Convt. Bs.,'62	67	100 do.....	b60 49
1,000 Mich. Cen. 8 ⅌ ct. 1st M S. F. Convt Bds..	102	100 do.....	b60 49
2,000 Mich. S. 2d M. Bds..	67	100 do.....	s60 48½
14,000 do.....	67½	200 do.....	48
2,000 do.....	67½	45 Cleve. & Pittsb. RR....	15½
2,000 Goshen Branch Bds..	79	714 do.....	15½
1,000 La C. & Mil. L. G. Bs.	24	300 Mich. Cent. RR....	b30. 71
2,000 Lake E. & W 1st M B.	76	250 do.....	b10. 70½
20 Bank of Commerce.....	101	300 do.....	b30. 70½
20 Chatham Bank.....	101½	150 do.....	70½
10 Hanover Bank.....	94	50 do.....	b10. 70½
10 Continental Bank.....	104½	25 M. S. & N. I. RR.....	29
30 Marine Bank.....	95	25 do.....	22½
3 Merchants' Bank.....	150	50 do.....	22½
5 Park Bank.....	113	350 do.....	22½
100 Canton Company.....	21½	100 do.....	b10. 22½
50 Panama Railroad.....s60.	125½	100 do.....	22½
50 do.....s60.	125	50 do.....	22½
70 N. Y. Central RR.....	91½	50 do.....b60.	22½
200 do.....	91½	100 M. S. & N. I. G'd Stock.	48
100 do.....b30	91½	100 do.....	48½
100 do.....b30	91½	100 do.....	48½
460 do.....	91	300 do.....b30.	48½
500 do.....b30	91½	700 Illinois Cent. RR. scrip.	87
50 do.....	90½	200 do.....s60..	87
250 do.....s60	90½	100 do.....s60..	86½
50 do.....	90½	150 do.....b10.	87
100 do.....s60	90½	300 Gal. & Chic. RR.....	78
50 do.....s30	90½	100 do.....b60.	78½
50 do.....	90½	400 do.....	77½
1615 do.....	90½	250 do.....s10.	77½
100 Erie Railroad.....	42	100 do.....b5.	77½
1433 do.....	41	50 do.....b10.	77½
200 do.....	40½	600 Clev. & Tol. RR.....	49
100 do.....s60	40½	400 do.....b30..	49
172 do.....	40½	200 do.....b60..	49
100 do.....b10	41	1200 do.....	48½
100 do.....	40½	150 Chic. & Rock Isl. RR...	77½
50 do.....s30	41	50 do.....b30..	78
350 do.....	41½	300 do.....b10..	78
250 do.....	41½	100 do.....b15.	78
50 do.....s60	41	850 do.....	78
175 Erie RR. Assented Stk	38	50 do.....b60.	78½
50 Hudson River RR...b30	65	200 do.....b30..	78½
810 do.....	65	200 do.....b60.	78½
50 do.....b10	64	350 do.....s60.	78
50 do.....b30	64½	50 do.....s30..	78½
3575 Harlem RR.....	22	500 do.....	78½
100 do.....b30	22½	50 do.....s30..	78½
400 do.....b60	22½	50 Chic., B. & Q. RR..b30.	91
400 do.....	22½	50 Del., L. & W. RR.....	92½
100 do.....b60	23	300 LaC. & Mil. RR.....	1½
13 New-Jersey RR.....	134		

SECOND BOARD.

5,000 Missouri State 6s..s30	79½	100 Hudson River R. R	65
10,000 do.....b10	79½	400 Harlem Railroad.....	21½
1,000 Tenn State 6s..'90...	90	1700 do.....	24
2,000 Ill. Cen. R. R. Bds...	89	200 do.....b30	24½
500 do.....	100	200 do.....b10	24½
5000 L. E. & W. 2d M. B..	48	200 do.....b15	24
20 Pacific M. Stm'ship. Co	81	600 Harlem R. R. Pref....	54
150 N. Y. Central R. R..b10	91½	200 do.....b10	54½
150 do.....	91½	300 Reading R. R.....	49
50 do.....b30	91½	50 Mich. S. & N. I. R. R..	23
350 do.....	91½	200 do.....s60	23
70 Erie R. R. Assented Stk	40	150 Mich. S. N. I. G. Stk.s60	48½
200 Cleve. & Pitts. R. R....	15	200 do.....	49
50 Erie Railroad.....s30	42½	50 do.....	48½
100 do.....	42½	300 Ill. Cen. R. R. Scrip...	87½
100 do.....b30	42½	100 do.....s60	87
50 do.....	42½	45 Cleve. & Tol. R. R....	48½
100 do.....b10	42½	100 do.....	48½
100 do.....s30	41½	300 Chic. & R. I. R. R..s10	74
100 Hudson River R. R.b30	65	300 do.....	78½
100 do.....b15	65	50 Del., L. & W. R. R....	92½
200 do.....b10	65	100 do.....	93

MINING BOARD.

	Bid.	Asked.		Bid.	Asked.
Copper Falls M. Co.	10¾	12	Quincy	37	—
Central	10½	10¾	Rockland	25	26
Hancock	5	6	Superior	3½	4½
Isle Royale	13	14	Hamilton	¼	½
Minnesota	85	86	Columbian	2½	3½
National	37½	40	Guilford	2½	2½
Pewabic	47	50	North State	1½	2
Pittsburgh	58	61	Silver Hill	¾	1
Pontiac	4	—	Silver Valley	1½	1½

THURSDAY, Sept. 27—P. M.

The Stock market was heavy at the First Board, with a large and very well distributed business. The impression was quite general that prices would fall off during the session, and there was evidently a disposition to delay the execution of orders until the market touched its lowest points of the morning. Some of the shorts took advantage of this to buy in at the reduced prices, and their purchases were followed by the vigorous buying of the commission houses. The result was a stiffening up in quotations at the close of each call, and a decidedly firmer market at the close and after the adjournment. New-York Central and Erie were sold down to 90¾ and 40¼, but both were higher in closing transactions. Harlem common stock was very active, and after sales of more than 3,000 shares at 22, advanced to 22½, which was bid at the close. The Western shares were generally lower, and were pressed for sale on contracts, at the option of the seller. The small ratio of increase in the third week of September, has furnished a plausible, although superficial reason for a decline. The temporary holding back of grain for higher prices can scarcely be considered an indication of a retrograde movement in business. It is fair to presume that the crops will eventually seek a market, and the slackening business of one or two weeks on the lines of transportation, is not at all surprising, under the circumstances. The market is rather dull for Railway bonds, the share list absorbing attention to an unusual extent. There is a fair inquiry for State stocks, and especially for Virginias and Tennessees, which are in demand for banking purposes at the West. The amount of these forwarded during the last fortnight has been very large. We hear of a private sale of about $150,000 Mobile City 8 ⅌ cent bonds within a few days at par and interest. Between the Boards the market became firmer, and at the afternoon session there was again a general rush to buy, and a quick advance in prices. Erie, Hudson River, and Harlem common stocks were from 1 to 1½ ⅌ cent higher than at the close of the First Board, and nearly all of the leading stocks were better. At the close, and after the Board, prices tapered off a little, but the market closed steady at the following quotations: United States, '74, 102¾@102⅞; Tennessee 6s, 90⅞@91; Virginia 6s, 91¼@91⅞; Missouri 6s, 79¾@79⅞; Canton, 21⅞@22¼; Pacific Mail, 81@84; New-York Central, ex. div., 91⅛@91⅜; Erie Railroad, 42@42⅛; Hudson River Railroad, 63¼@65; Harlem Railroad, 23⅞@23⅞; Harlem Railroad Preferred, 54¼@54½; Reading Railroad, 48⅞@48⅞; Michigan Central Railroad, 70⅞@71; Michigan Southern and Northern Indiana, 23⅞@24⅛; Michigan Southern and Northern Indiana Guaranteed, 48⅞@48⅞; Panama Railroad, 125⅞@126; Illinois Central Scrip, 87⅛@87⅛; Galena and Chicago Railroad, 77⅞@78; Cleveland and Toledo Railroad, 48⅞@48⅞; Chicago and Rock Island Railroad, 78⅛@78⅞; Chicago, Burlington and Quincy Railroad, 90⅞@91; Illinois Central Railroad 7s, 100@100.

The foreign bill market is very heavy, and the tendency is downward. The supply of merchants bills is large, and very good sterling signatures are passed at 109 per cent. Bankers ask 109⅛@109⅜, but a line could be bought probably at 109⅜. The state of the New-Orleans market tends to depress rates here. Francs are also lower and quoted at 5 17½@5 15.

Freights—To Liverpool, 100 firkins Butter at 45s.; 85,000 bush. Wheat at 12½d. in bulk, and 13d. in bags; 500 bbls. Rosin at 3s. 6d. ⅌ 310 lb; 50 hhds. Tallow at 35s.; 50 bales Hops (per steamer) at 3s. 4d. To London, 1,000 bbls Flour at 3s. 10½d.; 10,000 bush. Wheat, and 300 bales Hops, on private terms. To Glasgow, 50 bbls. Spirits Turpentine on private terms. To Bremen, 100 bales Tobacco at 25s., and 100 do. of Cotton at ⅜c. A vessel of 1,000 bbls. capacity to a Windward Island with Staves at $15; and one of 250 tons to the south side of Cuba and back on private terms. The Al bark M. B. Herriman of 577 tons, built in 1855 at Waldeboro, Maine, was sold at auction for $13,050.

The business of the Sub-Treasury was: Receipts, $189,145—for Customs, $89,000; Payments, $181,939; Balance, $5,230,403.

The earnings of the Indianapolis and Cincinnati Railroad for the first half of September indicate an increase in the earnings for September of at least $10,000. The freight and passenger receipts are both heavy.

The details of the earnings of the Galena and Chicago Union Railroad for the week ending September 22, are:

	1859.	1860.		
Freight	$35,486 85	$39,854 66	Inc.....	$4,448 81
Passengers	11,392 14	8,859 60	Dec.....	2,532 14
Mails, &c	1,125 00	1,250 00	Inc.....	125 00
Total	$47,916 99	$49,964 66	Inc.....	$2,047 67

The earnings by the Chicago, Burlington, and Quincy Railroad line in the 3d week of September, were:

	1859.	1860.		
Freight	$18,884 80	$36,894 99	Inc.....	$7,010 19
Passengers	11,792 71	12,399 00	Inc.....	606 29
Total	$41,677 51	$49,293 99	Inc.....	$7,616 48

The receipts of the Chicago and North-Western Railroad Company, were:

For the third week in September	$17,942 51
Same week in 1859	14,017 71
Increase in 1860	3,864 80

On the 15th of October, the Harlem Road will run three through trains to Albany, two of them Express trains, with first-rate cars, and make time equal to the Hudson River Road. The trains will run in connection with the New-York Central, which with the whole line of South Shore roads, is understood to favor the Harlem route, both as to passengers and freight.

The Michigan Southern Road earned the third week in September $55,000—a gain of $12,000.

The earnings of the Erie Road thus far in September indicate a gross increase of earnings in the month of about $200 000, which the settlements with Western roads may or may not increase. The Long Dock improvement, we understand, will be ready for use by the 1st of November.

The latest quotations of American stocks in London, via Queenstown, are 15¼ discount for Illinois Central, and 29 for Erie. Erie Unsecured bonds were 58@59, a rise of 2 ⅌ cent.

The money market is without change. The supply is abundant at the rates before quoted. Demand loans 6@7 ⅌ cent, and gilt-edged paper 6½@7 ⅌ cent, with an occasional very choice name at 6 ⅌ cent. Gold is declining, the wants of shippers being moderate. California bars, 900 fine, have been sold at ¼ ⅌ cent premium, a reduction of over ¼ ⅌ cent from the highest point. Mint bars are at a small discount. The amount of specie to go forward on Saturday is about half a million, of which more than half is silver. Mexican Dollars are declining. The Hatley Falls Bank has declared a dividend of 4 ⅌ cent, payable Oct. 1. A new bank is being formed at Fishkill Landing, called the "Bank of Fishkill Landing," with a capital of $120,000. John Peter Dewint, Wm. Teller, Daniel Brinkerhoff, Theo. Purdy, D. W. Gitchell, Samuel Hustis, Peter C. Dubois, and Herman Goodsell are among the first Directors, with power to make the full number