Cutlery, Hardware, &c.

SKATES—ENGLISH SKATES and STRAPS for sale to the Trade by WM. IRVING, No. 20 Cliff-st.

SKATES.—The largest and best assortment of Ladies', Gentlemen's, and Children's SKATES, in the city at less than Broadway prices. Agent of the Philadelphia Club Skates. NATHUSIUS, KUGLER & MORRISON, No. 229 Sewery and No. 10 Division-st.

Coal, Wood, &c.

COAL.—Just received, a cargo of superior Liverpool COAL, which will be delivered in quantities to suit purchasers at the low price of $10 50 per chaldron. A liberal deduction to dealers. Also, the best Lehigh and Red Ash, of all kinds. TAYLOR & Co.,
No. 341 3d-av., and foot of Clymer-st., Williamsburgh

KINDLING WOOD at 20 cents, when 10 or more boxes are ordered. Oak and Pine by the load, which will be sawed, or sawed and split at small cost, at YARD, at foot of East 23d-st. C. COLLINS.

Ocean Steamers.

FOR SOUTHAMPTON and HAVRE.—On SATURDAY, Jan. 5, the United States mail steamer FULTON, J. A. WOLTON, Commander, will sail from Pier No. 37 North River, foot of Beach-st. at noon.

This steamship (unsurpassed for safety and comfort) has double engines under deck, invented by water tight compartments, which beside other results, tend, in the event of collision or stranding, to keep the pumps free to work, and secure the safety of vessel and passengers.

Passage in Second Cabin, $75 and $60.
For freight or passage, apply to SAMUEL M. FOX, GEO. MACKENZIE, Agents, No. 7 Broadway.

The steamer ARAGO will sail Feb. 2.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS

FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage $130
Second Cabin Passage 75

FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage $110
Second Cabin Passage 60

The ships from New-York call at Cork Harbor.
The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins — CANADA, Capt. Lang
ARABIA, Capt. J. Stone — AMERICA, Capt. Moodie.
ASIA, Capt. E. G. Lott. — NIAGARA, Capt. Anderson.
AFRICA, Capt. Shannon. — EUROPA, Capt. J. Leitch.
AUSTRALASIAN, Capt. E. Hockley. — SCOTIA (now building).

These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.

ARABIA, Stone ..... leaves Boston ..... Wednesday, Dec. 12
ASIA, Lott ..... leaves New-York ..... Wednesday, Dec. 19
EUROPA, Moodie ..... leaves Boston ..... Wednesday, Dec. 26
PERSIA, Judkins ..... leaves New-York ..... Wednesday, Jan. 2
CANADA, Anderson ..... leaves Boston ..... Wednesday, Jan. 9
AUSTRALASIAN, Hockley ..... leaves New-York ..... Wednesday, Jan. 16
AMERICA, Little ..... leaves Boston ..... Wednesday, Jan. 23

Berths not secured until paid for.
An experienced Surgeon on board.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or passage apply to
E. CUNARD, No. 4 Bowling Green.

STEAM WEEKLY between NEW-YORK and LIVERPOOL, sailing and embarking passengers at Queenstown (Ireland). The Liverpool, New-York, and Philadelphia Steamship Company intend dispatching their full-powered Clyde-built iron Steamships as follows:

VIGO ..... Saturday, Dec. 22
ETNA ..... Saturday, Dec. 29
KANGAROO ..... Saturday, Jan. 5
And every SATURDAY, at noon, from Pier 44, North River.

RATES OF PASSAGE:
FIRST CABIN ..... $75 STEERAGE $30
First Cabin to London ..... 80 Steerage to London 32
Steerage return tickets good for six months 60

Passengers forwarded to Paris, Havre, Hamburg, Bremen, Rotterdam, Antwerp, &c., at reduced through fares.

Persons wishing to bring out their friends can buy tickets here at the following rates, to New-York: From Liverpool or Queenstown: First Cabin, $70, $80, and $100. Steerage from Liverpool, $40; from Queenstown, $30.

These Steamers have superior accommodation for passengers, and carry experienced Surgeons. They are built in Water-tight Iron Sections and have Patent Fire Annihilators on board.

For further information apply in Liverpool to Wm. INMAN, Agent, No. 22 Water-st.; in Glasgow to WM. INMAN, No. 2 St. Enoch-square; in Queenstown to C. & W. D. SEYMOUR & Co.; in London to EIVES & MACEY, No. 61 King William-st.; in Paris to JULES DECOUE, No. 5 Place de la Bourse; in Philadelphia to JOHN G. DALE, No. 109 Walnut-st., or at the Company's Office.
JOHN G. DALE, Agent,
No. 15 Broadway, N. Y.

THE NORTH GERMAN LLOYDS Steamship NEW-YORK, H. J. von Santen, Commander, carrying the United States Mail, will sail from Pier No. 30, N. R., foot of Chambers-st. on
SATURDAY, Dec. 22, at 12 o'clock m.,
FOR
BREMEN VIA SOUTHAMPTON,
Taking Passengers to
LONDON, HAVRE, SOUTHAMPTON, and BREMEN,
At the following rates:
First cabin, $100; second cabin, $60; steerage, $35.
For freight or passage, apply to
GELPCKE, KEUTGEN & REICHELT,
No. 62 Broadway.

REMITTANCES to IRELAND, &c.—TAPSCOTT & Co. continue to draw DRAFTS, as they have done for the past twenty-five years. Those wishing to remit money to their friends can be supplied with drafts for any amount, payable on demand in any part of Great Britain or Ireland, by applying at their old established office, No. 86 South-st., New-York.

FOR CALIFORNIA, viâ PANAMA.—A STEAMSHIP will leave New-York on 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. S. ALLEN, Agent.

Steamboats and Railroads.

FREIGHT for ALBANY, and NEW-YORK CENTRAL RAILROAD.—WINTER ARRANGEMENT. The owl-freight Line will continue to receive Freight on and after the close of navigation on the Hudson River, at their usual place of business, Pier 5, E. R., foot of Broad-st., and will forward the same daily by propeller to Port Morris; thence by Harlem Railroad to Albany, there connecting with New-York Central Railroad. Freight received here previous to 3 p. m., will be forwarded from Albany early next morning. For further particulars, apply to JOHN H. REDFIELD & Co., Agents, No. 16 South-st.

GALENA and CHICAGO UNION R. R. Co. FROM CHICAGO to DUNLEITH and ST. PAUL. FROM CHICAGO to FULTON and CEDAR RAPIDS

This line, in connection with the Illinois Central R. R. Co. at Freeport, runs through without change of cars to Dunleith, and thence by a daily line of first-class steamboats to
PRAIRIE DU CHIEN,
McGREGOR,
LANSING,
LA CROSSE,
WINONA,
ST. PAUL,
and all other points on the Mississippi River. It connects at DUNLEITH, through the Illinois Central R. R. Co., with DUBUQUE and PACIFIC R. R. Co., at BADE'S ENDENCE, Iowa, and at FULTON with the IOWA and NEBRASKA R. R. Co. to CEDAR RAPIDS. Regular daily trains run every evening to the above named points, and sleeping Cars are attached to all night trains. The attention of travelers to and from the North West is especially invited to this route as the most pleasant and least fatiguing one to that region. Through tickets and full information may be obtained at the AGENCY of the GALENA and CHICAGO R.R. Co., corner of Courtlandt-st. and Broadway, and also at all the principal ticket agencies at the East, and of all Eastern Railroad Lines.
E. B. TALCOTT, Genl. Supt.

HUDSON RIVER RAILROAD for ALBANY and TROY, connecting with Trains NORTH and WEST.

Trains leave: FROM CHAMBERS-ST.:	FROM 31ST-ST.:
Express, 7 and 11 a. m., and 6 p. m.	7:25, 11:30 a. m., and 5:30 p. m.
Troy and Albany, Mail at 3:15 p. m.	3:40 p. m.
Troy and Albany (with Sleeping car), 9:45 p. m.	10:15 p. m. (Sundays included).
Poughkeepsie Train, 7:30 a. m. and 1 p. m.	8 a. m. and 1:30 p. m.
Peekskill Train, 4 p. m.	4:25 p. m.
Sing Sing Train, 10 a. m. and 4:30, 5:30, and 6:40 p. m.	10:20 a. m., 4:55, 5:55, and 7:10 p. m.

A. F. SMITH, Superintendent.

NEW-YORK, HARLEM and ALBANY RAILROAD, for Albany and Troy, connecting with the New-York Central Railroad for all points West, North West, and South West, and with the Northern Railroad for Saratoga, Rutland, Burlington, Plattsburg, Rouse's Point, Ogdensburgh and Montreal. On and after MONDAY, Nov. 26, 1860, trains will leave 26th-st. Station, New-York, as follows: For Albany, 7 a. m., and 5 p. m. Express, and 10:30 a. m. Express Mail Train. For Croton Falls, 4 p. m., stopping at all stations above Yorkville. For White Plains, 6:15 a. m., 2:30 and 5:10 p. m., stopping at all stations. For White Plains, 6:15 p. m., from White-st. Depot, stopping at all stations. For Williamsbridge, 11 a. m. and 3:45 p. m. from 26th-st. Depot stopping at all stations. For Williamsbridge, 11:45 p. m. (Wednesdays and Saturdays only), from 26th-st. Depot, stopping at all stations.

RETURNING will leave Albany, 7 a. m. and 4:30 p. m.; East Albany, 7:15 a. m. and 4:15 p. m.—Express Train. Albany, 11 a. m.; East Albany, 11:15 p. m.—Express Mail Train. Croton Falls, 7 a. m. stopping at all stations above Fremont. White Plains, 6:40, 7:30 and 10 a. m. and 4:40 p. m. stopping at all stations. Williamsbridge, 5:30 a. m., and 1 p. m., stopping at all stations. Williamsbridge, 10 p. m. (Wednesdays and Saturdays only), stopping at all stations. JOHN BURCHILL, Asst Supt.

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 train unless delivered and checked 15 minutes in advance of the time of leaving.

NEW-YORK and ERIE RAILROAD.—DUNKIRK EXPRESS at 7 a. m., for Dunkirk, Buffalo, Cleveland, and principal stations.

MAIL at 3:15 a. m., for Dunkirk and intermediate Stations. This Train remains over night at Elmira.

A T at 3:30 p. m., for Middletown, Newburgh and intermediate Stations.

NIGHT EXPRESS daily, at 8 p. m., for Dunkirk, Buffalo, Cleveland, and principal Stations. The train of Saturday stops at all Mail-Train Stations, and runs only to Elmira.
CHAS. MINOT, General Sup't.

FOR BOSTON and PROVIDENCE, via NEW-PORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New-York every TUESDAY, THURSDAY, and SATURDAY, at 4 o'clock p. m., and the EMPIRE STATE, Capt. Drayton, on MONDAY, WEDNESDAY, and FRIDAY, at 4 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, Pier 3, and 2 Vesey-st.

CENTRAL RAILROAD of NEW-JERSEY.—From foot of Courtlandt-st.—Connecting at Hampton Junction with Delaware, Lackawanna, and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to Harrisburg without change of cars.

WINTER ARRANGEMENT—Commencing December 10, 1860.—Leave New-York as follows:

HARRISBURG EXPRESS—At 6 a. m. for Easton, Reading, Pottsville, Harrisburg, Mauch Chunk, Williamsport, &c.

MAIL TRAIN—At 8 a. m. for Easton, Water Gap, Scranton, West Bend, Pittston, Wilkesbarre, &c.

N. Y. TUNKHANNOCK TRAIN—For Easton, Mauch Chunk, Williamsport, Beeding, Pottsville, Harrisburg, &c.

4 P. M. TUSCARORA TRAIN—For Easton, Bethlehem, Allentown, and Mauch Chunk.

5:30 P. M. WAY TRAIN—For Somerville.

EXPRESS TRAIN FOR HARRISBURG—The 9 a. m. Express train from New-York arrives at Harrisburg at 12:40 noon, in time to connect with fast trains, east and west, on Pennsylvania Central Railroad, Northern Central, north and south, and with the Cumberland Valley Railroad.

ELIZABETHPORT AND NEW-YORK FERRY—Leave New-York from Pier No. 2 North River, at 7 and 11 a. m., 3:30 and 5 p. m. LEAVE ELIZABETH—At 6:15 and 9:15 a. m., 1:30 and 4:30 p. m.

The boats stop at Bergen Point and Mariners' Harbor every trip each way. JOHN O. STERNS, 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, 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 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 interesting 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. 3 Battery-place.
ENOCH LEWIS, General Sup't, Altoona, Pa.

Stationery and Fancy Goods.

SLOTE & JANES, STATIONERS, PRINTERS, and BLANK-BOOK MANUFACTURERS, No. 93 Fulton-st. Orders respectfully solicited.

Medical.

WHO IS MRS. WINSLOW?—As this question is frequently asked, we will simply say that she is a lady who, for upward of thirty years, has untiringly devoted her time and talents as a Female Physician and Nurse, principally among children. She has especially studied the constitution and wants of this numerous class; and as a result of this effort, and practical knowledge, obtained in a lifetime spent as nurse and physician, she has compounded a Soothing Sirup, for children teething. It operates like magic—giving rest and health; and is, moreover, sure to regulate the bowels. In consequence of this article, Mrs. Winslow is becoming world renowned as a benefactor of her race: children certainly do RISE UP and bless her; especially is this the case in this city. Vast quantities of the Soothing Sirup are DAILY sold and used here. We think Mrs. Winslow has immortalized her name by this invaluable article, and we sincerely believe thousands of children have been saved from an early grave by its timely use, and that millions yet unborn will share its benefits, and unite in calling her blessed. No MOTHER has discharged her duty to her suffering little one, in our opinion, until she has given it the benefit of Mrs. Winslow's Soothing Sirup. Try it, mothers. TRY IT NOW.—[Ladies' Visitor, New-York City.

The following is an extract from a letter written by the Rev C. Z. Weiser to the "German Reformed Messenger" at Chambersburg, Pa.:

A BENEFACTRESS.

There is a woman in the public eye, whose name had all along been associated, in our mind, with the "Yankee," "Quack," and "Humbug." But it is so no longer, and we desire to wipe her name from all such suspicious association in all other minds. Whatever notions we may have of womanly delicacy and propriety, we will all admit that woman alone is the Nurse—the born Nurse—the BABY Nurse. Whether we shall have Female Physicians or not, is a question which must be decided by time and principle, and not as a matter of taste. Pride, prejudice, caprice and custom, may as well behave themselves, for if there is really a want, there will also be a supply—if there be a "calling" there will be a COMING. Nature and human society are always self applying, and though Art and Fashion may hinder, they cannot prevent.

Mrs. Winslow does not want to treat you GENTLEMEN! Nor does she want to prescribe a regimen for your wives; but modestly appears as a messenger of health and happiness to your infants in the cradle. Is there anything improper in that? A Nurse of "ten years'" experience can boldly say what is or is not good for a babe—and ought to be listened to. God speed her, on her humble but happy mission. She is the most successful physician and most effectual benefactress our little ones ever enjoyed—her doting parents not excepted. Just open the door for her, and Mrs. Winslow will prove the American Florence Nightingale of the nursery. Of this we are sure, that we will teach our "BUSY" to say, "A BLESSING ON MRS. WINSLOW"—for helping her to survive and escape the griping, colicking, and teething dogs. We confirm every word set forth in the PROSPECTUS. It performs precisely what it professes to perform, every part of it—nothing less. Away with your "Cordial," "Paregoric," "Drops," "Landanum," and every other "Narcotic," by which the babe is drugged into stupidity, and rendered dull and idiotic for life!

We have never seen Mrs. Winslow—know her only through the preparation of her "Soothing Sirup for Children Teething." If we had the power, we would make her, as she is, a physician savior to the Infant Race.

To every mother who has children suffering from any of the complaints incident to the period of teething, we say do not let your own prejudices, or the prejudices of others, stand in the way of the relief that will be sure—yes, absolutely sure—to follow the use of MRS. WINSLOW'S SOOTHING SIRUP.

None genuine unless the fac-simile of CURTIS & PERKINS, New-York, is on the outside wrapper.

Sold by druggists throughout the world.

Price only 25 cents per bottle.

Principal office, No. 13 Cedar-st., New-York.

CHAPPED HANDS AND LIPS cured in a few hours and the skin made delicately soft and white, by the use of TADMAN & Co.'s CAMPHOR CAKE, WITH GLYCERINE. No. 31 Dieeckerst., and No. 268 4th-av. By mail 25 cents.

NOTICE TO INVALIDS.—"SCOTT'S AMERICAN REMEDY" certainly cures all hereditary or acquired scrofula, fever and Ague, Loss of Appetite, Debility, Melancholy, Dyspepsia, Rheumatism, &c. Write or call for a bottle. $1. Dr. SCOTT, Room 48, No. 229 Broadway, 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 ELIZABETH BALLARD, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of E. J. GENET, esq., Rm. 8 and 10 Pine-st., in the City of New-York, on or before the 30th day of April next.—Dated New-York, the 19th day of October, 1860.
J. B. MORTON, Executor.
o19dawsm&M

IN PURSUANCE of an order of ROSWELL C. BRAINARD, esq., Surrogate of the County of Kings, notice is hereby given, according to law, to all persons having claims against CHARLES S. BELDING, late of the City of Brooklyn, deceased, that they are required to exhibit the same, with the vouchers thereof, to the subscriber, the Administratrix, at the office of CHARLES H. BRIGGS, No. 77 Nassau-st., in the City of New-York, on or before the 14th day of March next.—Dated Aug. 23, 1860.
MARGARET BELDING,
Administratrix.
o23f10saw6mM

SUPREME COURT—Queens County, State of New-York. BENJAMIN W. BONNEY, Plaintiff, against LILLIE ANN HARDENBROOK, William A. Hardenbrook, and William J. Colt, Defendants. Summons for relief. To the defendants named of these: You are hereby summoned and required to answer the complaint in this action, which was filed in the Office of the Clerk of the County of Queens, at Jamaica, Queens County, on the 23d day of November, 1860, and 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. 26 Wall-st., 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 apply to the Court for the relief demanded in the complaint.—Dated New-York, November, 1860.
ALEX. LAWRENCE, Plaintiff's Attorney.

New-York Daily Tribune.

COMMERCIAL MATTERS.

Sales at the Stock Exchange....Dec. 15.

1,000 U. S. 5s 1871 Coupon	86	550 Erie Railroad	27
2,000 Tenn. State 6s 1890	71⅞	250 do	26⅞
1,000 do	71⅞	450 do	c 26
10,000 do	71	500 do	b10 24⅞
5,000 do	70⅞	100 do	25
14,000 do	70	50 do	s3 25
1,000 Virginia State 6s	74⅞	250 do	b10 25
3,000 do	74⅞	120 Hudson River Railroad	38
5,000 do	74	50 do	b10 38
1,500 North Carolina State 6s	71	50 do	37⅞
1,000 Missouri State 6s	65	50 Chic., Burl'n & Q. RR.	63⅞
25,000 do	64⅞	50 do	63⅞
4,000 do	64⅞	50 do	63
2,000 do	64	25 Michigan Cent. R. R.	46
10,000 do	sswk 63⅞	50 do	45⅞
2,000 Brklyn City Water L.	98	225 do	45
4,000 N. Y. Central 6s	90⅞	31 do	s15 45
1,000 E. H. R. 4th M. Bds.	74	300 Mich. So. & N. I. R. R.	12⅞
2,000 E. RR. Conv. Bs.	102 52	200 M. S. & N. I. Guar. Stk.	25
2,000 Harlem 1st M. Bds.	92	100 do	s10 25⅞
2,000 Ill. Cen. RR. Bds.	87⅞	190 Illinois Cent. RR. Scrip	57
1,000 Chic. & Rock I. R. Bs.	90	150 do	57⅞
2,000 C. R. & Q. R. 1st M. Bds.	90	150 do	s4 57
10 Corn Exchange Bank	90	150 do	s5 57⅞
125 New-York Cen. RR.	71⅞	300 do	58
250 do	71	100 do	58⅞
775 do	71⅞	50 do	c 58⅞
200 do	s15 70⅞	150 Gal. & Chic. RR.	opg 61
100 do	b30 71	550 Cleve. & Toled. RR.	23
200 do	s15 71	150 do	23⅞
300 do	71⅞	150 do	23⅞
500 do	s10 71⅞	350 Chicago & R. Island RR	46
120 do	71	100 do	s10 46
25 Panama Railroad	112		

SECOND BOARD.

6,000 N. Carolina State 6s	70	90 Michigan Central R.	46
6,000 Tennessee State 6s	70 71	100 Illinois Cen. R. Scrip	58⅞
3,000 Erie R. 4th Mtge. Bs.	73	200 Erie Railroad	s10 26
3,000 Chicago & N. West. M.	90	200 do	27
40 Am. Exchange Bank	87	75 Harlem Railroad	13⅞
10 Pacific M. S. S. Co.	78	50 Galena & Chic. R.	pke 61
10 N. York Central R.	71⅞	10 do	61⅞
350 do	71⅞	100 Chic. & Rock Island R.	46⅞
10 do	swk 71⅞	100 do	46
50 do	72		

SATURDAY, Dec. 15—P. M.

Stocks were lower at the opening of business this morning, and through the First Board, but in the Western shares a firmer tone developed itself after the early transactions, and at the close of the session the market looked stronger and better. State stocks were pressed for sale, and the transactions in Tennessees, Virginias, and Missouris were larger than usual, and at a decline of from 1 to 1½ per cent. New-York Central, after selling down to 71, rallied on a demand for cash stock, and was quite firm at the close. Erie opened at 27, but was hammered with some vigor, and dropped to 25. At this quotation it seemed to be upon hard ground, and immediately after the Board rallied to 27 again. Illinois Central was the most active stock among the Western shares, and the only one which advanced decidedly during the session from opening prices. The first sales were at 57, but at the close the quotations were 58½@58¾. The market was dull at the Second Board, but considerably firmer and better than in the morning, and there was much less disposition to operate for a decline. State stocks were in fair demand at an advance of about 1 per cent over quotations at the first Board. Later in the day prices were still higher and the market was quite steady at the close. There is but little excitement in the dealings, and the fluctuations seem to be caused mainly by oversales of stock on short time. The severe decline has involved so much loss that but little disposition is manifested to buy on time, and the market has lost its animation by this sudden extinction of a buoyant and hopeful spirit in outside circles. This indisposition to buy on time deprived the bears of a favorite and effective method of marking down prices, and the consequence is, that to sell at all they are obliged to put out their lines on short contracts, ranging from three to fifteen days, or to sell for cash and run for the chances of borrowing the stock for delivery. This is constantly bringing the market to fluctuations of from 1 to 3 per cent from one hour to another, without any reason for such changes to be discovered on the surface. It is probable that at no time within the year have such lines of short stock been outstanding in this peculiar way, and the brokers agree in stating that seldom has such a scarcity of stock of various descriptions been known. In fact, instances occur from day to day, where deliveries cannot be made without buying for cash, and many have been unwilling buyers in consequence. The market was influenced during the day by rumors of the resignation and insanity of Mr. Buchanan, and that he had ordered the Brooklyn down to Charleston. The market was firm at the close: Tennessee State 6's, 70⅞@71; Virginia State 6s, 74@75; Missouri 6s, 64@65; Cumberland Coal Company, 8@10, Pacific Mail Steamship Co., 78@78⅞; New-York Central Railroad, 72¼@72½; Erie Railroad, 27¼@27½; Hudson River Railroad, 38@39; Harlem Railroad, 13@13½; Harlem Preferred, 31@32; Reading Railroad, 32½@33; Michigan Central, 45½@46; Michigan Southern and Northern Indiana, 12½@13; Michigan Southern and Northern Indiana Guaranteed, 26½@26¾; Panama Railroad, 112@114; Illinois Central, 58¼@59; Galena and Chicago Railroad, 61@61½; Cleveland and Toledo Railroad, 24@24½; Chicago and Rock Island Railroad, 46@46½; Chicago, Burlington, and Quincy Railroad, 63½@63¾; Illinois Central 7s, 86½@87½.

The following table gives the comparative prices of stocks for three weeks past:

	Nov. 24.	Dec. 1.	Dec. 8.	Dec. 15.
Tennessee State 6s	81	76	65½	70
Virginia State 6s	80	79½	74	74
Michigan Southern 2d Mortgage	52	52	46	46
Pacific Mail Steamship Company	82½	79½	74½	79
New-York Central Railroad	79⅞	79½	70½	72
Erie Railroad	31½	29	24½	25½
Hudson River Railroad	40½	43½	35½	37½
Harlem Railroad	16	14½	12	13½
Reading Railroad	37⅞	35	30½	32½
Michigan Central Railroad	50½	50½	44½	45
Milwaukee and Mississippi RR.	9	8½	7½	8
Michigan Southern Railroad	16	14	12	12½
Michigan Southern Guar. Stock	36	30½	26½	28½
Galena and Chicago Railroad	68½	65	59½	61
Cleveland and Toledo Railroad	31½	27	20½	23½
Chicago and Rock Island Railroad	59	54	45	46
Illinois Central Railroad	64½	58½	53½	58½
Panama Railroad	118½	114	108	112

The market is steady but dull for foreign bills. The supply is not very large and the demand is moderate. Sterling is 102⅞@10½ for leading commercial and banking names. Francs are 5.60@5.40.

FREIGHTS: To Liverpool, 6,000 bush. Wheat, at 12½d. in bags; 12,000 bush. Corn, at 11½d. in bags; 300 bbls. Flour, at 3s. 3d., and 1,000 boxes Cheese, at 45s. Per steamer, 100 boxes Bacon and 250 bbls. Lard, at 55s. To London, 500 boxes Cheese, at 50s.; to Glasgow, 600 bbls. Flour, at 4s. A brig to Cadiz with staves on private terms.

The business of the Sub-Treasury was: Receipts, $79,410 00—for Customs, $31,000; Payments, $,205,563 50; Balance, $2,563,639 97.

The earnings of the Erie Railroad for the month of November, 1860, were:

November, 1860 ..... $561,448 18
November, 1859 ..... 500,257 97
Increase $61,190 21

The statement of this Road for the year ending 30th Sept. is nearly ready, and will show a very favorable result. We have not the exact figures, but the aggregate receipts are about five millions. The expense of working the road has been within 1 per cent of the operating cost of the Central, and the net earnings have been sufficient to pay the interest on the entire debt of the Company. But for the overdue coupons from the previous year, there would have been no default in interest in 1860 on Erie securities. As the business on the Road continues to increase and promises to be large during the Winter and Spring, the above result must be very satisfactory to the stockholders. In a short time the Long Dock improvement will be ready and give the Erie great advantage in the transhipment of freight, and this will be the more marked when Mr. Hallett's road (the Atlantic and Great Western) is completed. There will then be a six-foot track without break from St. Louis to the Long Dock, which will enable shippers to discharge freight loaded at St. Louis directly into shipping at Hoboken, without change of cars. Mr. Hallett's road will be completed to the Mahoning Road, at Warren, next Spring, by which we shall have a new connection with Cleveland, nine miles shorter than the present, and very much more favorable in grades. By next Fall the new road will reach Akron, where it will connect with the whole net-work of Western roads. The original scheme contemplated extending the road to Dayton, but negotiations which are now progressing with the railroads connecting at Akron may render this unnecessary. The funds for the completion of the work to Akron are already provided, by loans in Madrid and London.

Earnings of the Cleveland, Columbus, and Cincinnati Railroad Company for

November, 1860 ..... $99,745 94
November, 1859 ..... 99,567 66
Decrease $221 72

The total earnings of the Toledo and Wabash Railway for 1859 and 1860 compare as follows:

1860 ..... $848,981 43
1859 ..... 792,508 24
Increase $56,473 19
Total operating expenses 1860 ..... $467,850 47
Net earnings 1860 ..... 381,031 00

The earnings of the Southern Michigan Road for the first week of December were about $33,000, a gain of about $1,000 over the same week last year.

The first week of December on the Rock Island Road gives about $400 increase over last year.

The tonnage of the Reading Road for the week ending December 13 was 35,519 tuns, and of the Schuylkill Navigation Company 24,700 tuns.

The exchanges at the Clearing House this morning were $14,906,470 15. The exchanges for the week ending this morning were $106,306,061 18, showing a daily average of $17,817,676 86, against $19,887,095 45 the week ending Saturday last. It will be seen that the volume of business at the Clearing House continues to decline. The Boston and Providence Railroad has declared a dividend of 4 ⅌ cent, payable January 1. The Boston and Maine Railroad—a dividend of 4 ⅌ cent, payably January 1. The domestic exchanges are about as before noticed: on Philadelphia, 2@2¼ ⅌ cent; Baltimore 3½@4 ⅌ cent.

A dispatch from New-Orleans quotes Cotton as improving; Sterling at 98@100; and Sight Exchange upon New-York 1 ⅌ cent discount.

We annex a comparative statement of the imports of foreign dry goods and general merchandise at the port of New-York for the week and since Jan. 1:

For the Week.	1858.	1859.	1860.
Dry Goods	$1,200,176	$2,844,229	$1,277,694
Gen. Merchandise	1,535,369	2,313,445	1,347,063
Total for the week	$2,735,545	$5,157,674	$2,624,762
Previously reported	136,343,660	218,015,157	214,288,553
Since Jan. 1	$141,079,225	$223,168,831	$216,913,315

These figures show a continuance of the large decrease in imports.

The following table will compare the exports of the seven principal staple articles for the week:

	1859.		1860.	
Week ending Dec. 13.	Amount.	Value.	Amount.	Value.
Cotton, bales	3,452	$298,479	6,047	$533,052
Flour, bbls	25,932	159,490	56,819	219,559
Corn Meal, bbls	206	895	682	2,543
Wheat, bush	32,174	61,106	340,674	422,560
Corn, bush	720	735	273,551	197,433
Beef, bbls. and tcs	3,153	53,141	718	12,621
Pork, bbls. and tcs	1,210	19,119	1,343	21,519
Total	....	$592,965	....	$1,209,467
Increase of the week as compared with 1859				$706,522

The following is a comparative statement of the value of exports from the commencement of the year to Dec. 13:

	1859.	1860.	Increase.	Decrease.
Cotton	$11,402,913	10,592,310	.....	817,603
Flour	4,973,210	11,027,670	6,054,660	.....
Corn Meal	266,715	249,879	.....	49,836
Wheat	349,774	16,157,893	15,857,119	.....
Corn	167,905	2,093,433	1,915,528	.....
Beef	1,535,434	1,610,079	74,445	.....
Pork	1,395,612	1,461,744	.....	433,868
Total	$20,622,763	43,319,208	23,901,952	1,305,507
Increase as compared with 1859				22,596,445

Paper goes with scarcely as much freedom to-day, but the change is not marked. The principal relief in the money market is within the circle of bank dealers. Capitalists and institutions heretofore employing their money in paper have evidently found some other avenue of investment, or are suffering their funds to remain idle in bank, lacking confidence to employ them in mercantile credits. The current rates of first-class paper are 12@18 ⅌ cent, the bulk of the transactions being at 15@18 ⅌ cent. On demand the market is well supplied at 6@7 ⅌ cent on favorite securities, and we heard of money offering to-day as low as 5 ⅌ cent.

The specie movement of the week has been moderately active. Considerable parcels have gone West and South, while a smaller amount has been received from the same quarter. A California arrival of $1,100,000 will count one day in the bank statement of Monday, but the gold in the Europa did not arrive in time. The Sub-Treasury has lost to the Street during the week about $600,000, and this depletion will continue until the new Treasury notes are issued. The average specie line in the Monday statement will not probably show much change from the previous statement, but the active amount in bank on Monday including the gold by the Europa, will not be less than twenty millions. They held to-day by actual count including only a portion of the California arrival about $18,000,000. The loan line, we presume, will show some increase. They are actually over two millions larger than about ten days ago.

A Charleston paper announces the resumption of specie payment of the Bank of Charleston on the 12th inst.

The late arrivals from Europe have caused an improvement of ¼@⅜c. ⅌ lb in Cotton, with a better demand. There is also a much better feeling in Breadstuffs, considerable orders to purchase having been received.

The following statement shows the indebtedness of Pennsylvania on the first day of December, 1860.

6 per cent loans	$400,630 00	
5 per cent loans	36,967,295 72	
4½ per cent loans	361,000 00	
4 per cent loans	100,000 00	
		$37,849,125 72
Unfunded debt, viz:		
Relief notes in circulation	$99,402 00	
Interest certificates outstanding	16,074 30	
Interest certificates unclaimed	4,448 38	
Domestic creditors' certificates	797 10	
		120,721 78
Total State debt Dec. 1, 1860		$37,969,847 50
Amount of public debt on the 1st day of