FINANCIAL AND COMMERCIAL.

The Money Market.

FRIDAY EVENING, Sept. 11, 1860.

The stock market to-day was rather dull, without any notable change in prices. Reading Railroad sold between decks at 47 and 47½. There were no sales of Schuylkill Navigation Securities, nor of the copper stocks.

The money market continues at last reported; first-class business paper being rather in demand at 6@7 per cent.

The following is the amount of coal carried over the Shamokin Valley and Pottsville Railroad:

	Tons.	Increase.
For week ending Sept. 11, 1860	44,227 15	12,000 00
Same time last year	31,726 04	305,556 15
Increase	12,501 11	20,666 11

The following is an approximate statement of the earnings of the Pittsburg, Fort Wayne, and Chicago Railroad Company during the week ending 8th of August, 1860, compared with the same period last year:

	1860.	1859.	Increase.	Decrease.
From Freight	$112,033 65	$115,716 00		$3,658 35
Passengers	41,453 13	40,253 00	$1,723 42	
Express	3,000 00	3,575 00		575 00
Mails	7,833 00	7,833 00		
R't of road	7,666 25	6,200 00	1,466 25	
Miscellaneous	300 00	324 84		24 84
Total	$162,486 03	$164,414 53	$3,189 67	$4,258 17
Earnings from January 1 to July 31	$1,075,668 30	$1,102,800 00	$16,108 30	

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The official avoirdupois of the banks in the city of New York for the week ending Saturday last, Sept. 8, 1860, present in the aggregate the following changes from the previous weekly statement of Sept. 1:

Decrease of Loans	$1,641,000
Increase of Specie	152,000
Increase of Circulation	34,000
Decrease of Undrawn Deposits	2,361,000

The directors of the Traders' Bank, of Richmond, have elected as their cashier, Mr. Edward Sinton, long and favorably known as one of the chief clerks in the Farmers' Bank of Virginia. The position was first tendered to William B. Isaacs, Esq., of the banking house of Isaacs & Taylor, but that gentleman declined.

The following cases, before the United States Circuit Court of Rhode Island, are of interest to the cotton trade:

"Bank of the State of South Carolina *ext.* Bicknall & Skinner. This was a suit in equity brought to compel the defendants to deliver up a quantity of cotton shipped *to them for sale by Michael Lazarus, of* Charleston, under whom the bank claimed, the complainants offering to deliver up to the defendants the bills accepted by them, which had been drawn against the shipment. The bill sustained as to a portion of the specific cotton admitted to have been in the hands of the defendants at the date of the commencement of the suit, and dismissed as to the plaintiffs as to the rest.

"The Bank of the State of South Carolina *ext.* Bicknall & Skinner and the Commercial Mutual Insurance Company. The facts in this case were similar to those in the last-named suit, except that the cotton had been lost by the perils of the sea on the voyage from Charleston to New York. It had been insured by the defendants under an open policy, and the complainants claimed that they were entitled to the insurance money upon returning the bills accepted against the shipment. This claim was not sustained by the court, and the bill was dismissed."

The new management of the Marietta and Cincinnati Railroad have already commenced operations upon the line of their road, to complete it in its whole length, and to improve that portion now being operated.

The Secretary of the Treasury invites proposals for a new loan of $10,000,000, to provide for the redemption of certain treasury notes now outstanding. The stock will be reimbursable in 1870, and bear interest at 5 per cent. per annum. The award will be made on the 22d of October next, bidders being requested to state what will be received at the Sub-Treasury offices of New York, Boston, Philadelphia, Charleston, New Orleans, and St. Louis. The Department, however, will consider the wishes of those successful bidders who may prefer to deposit at other points. The taxes of this loan will have the option to designate either inscribed or coupon stock.

S. H. De Bow, Esq., is writing a series of letters from Richmond, Virginia, to the *Mobile Journal*, upon the general subject of anthracite and bituminous coals and their uses, which contains much useful information. Every one who has visited the anthracite coal regions of Pennsylvania has mourned over the loss of the mountains of waste coal that are met with in every direction, piled up to such an extent as almost to embarrass the further prosecution of mining, and longed for some invention or discovery that would turn this so-called coal dirt to account. Mr. De Bow proposes to give value to these great beaps of now refuse matter by mixing the anthracite coal dirt with bituminous coal. Upon the practical application of this mixed fuel he says:

"The idea is not new. It has been and is now practiced in many places, though we do not know that it is carried on as a business, in any part of this country. A simple mixture of one half *rich*, strong, and caking bituminous "hall coal," with an equal quantity of "coal dirt" makes a good fuel for many purposes. It is used in the same manner that a skillful dreamer or worker uses common rich, and common coal under boilers. &c. The two coals are thoroughly and intimately mixed together, and are fed in comparatively equal quantities in the furnace. They are thrown on a hot fire it is left undisturbed till most of the volatile matter is liberated, or until the mass is carbonized; the bituminous takes up the anthracite and both then exist in the state of coke. At this stage it is broken up by the fireman, and allowed to burn almost to ashes. Some of lump coal, until partially consumed or until the fire requires additional fuel. Any good fireman who understands the use of coke, bituminous coal, and anthracite coal—can make good use of the "mixed fuel." It requires a stronger draft or draft, than common bituminous, but a second one is not needed. It requires a "thin mass of fuel" to be spread on the grate, and not piled up, but the difference is not so great. But the difference is not so great. But the difference is not so great. But