James Calhoun, Martin Brennan, John Raddican, Wm. Bradley, James Gallandett.

Third Ward—*Charles Riehl*, *James Mullin*, Wm. Shelbrade, Henry Boice, Robert Hovington, George Schneider, Robert Cox, John Adams, John Pattison, *Nicholas Heintz*, *Edward Thompson*, *James Luther*.

HONORABLY ACQUITTED.—Clemens Linke, arrested a few days since, charged with shooting at Mr. Stutzer, with intent to kill, has been discharged, as it was shown in the evidence that Stutzer, attacked and stabbed Linke with a knife.

THE PEOPLE'S FERRY COMPANY.—The new Ferry Company are pushing rapidly forward the arrangements necessary to the commencement of their business by October next. They are now engaged sinking bulk-heads in 40 feet of water on the New-York side, for the purpose of building their docks. The boats are soon to be given out at contract, and it is estimated that they will cost $33,000 to $35,000 each.

LAW INTELLIGENCE.

U. S. CIRCUIT COURT—Before Judge NELSON.
Thomas B. Tappan ast. Peter Ernot.

To recover damages for infringement of patent for sawing machine, already referred to. Verdict for plaintiff, $350.

U. S. DISTRICT COURT.

Judge Ingersoll arrived in the City this forenoon from Connecticut, (where he is District Judge,) and will proceed with the criminal calendar, and the District Judge of this District will continue another branch of the Court in civil cases.

The criminal calendar was called, but the witnesses not in attendance, and the Jury discharged till Tuesday. Application was made by counsel of Geo. W. Brown, in prison, on charge of attempt at revolt on board ship Sheridan, that his trial be brought on, (he having been a long time in prison, and his health consequently impaired,) or that he be discharged. The Assistant District Attorney said that the delay had been caused by the absence of the Captain of the Sheridan, who is expected back next month, but in the event of his not being here then, the case mao be a proper one for a *nolle prosequi*. Adjourned.

Court Calendar.....THIS DAY.

CIRCUIT COURT—Nos. 219, 217, 485, 24, 1,068, 559½, 560½, 561 to 568.

COMMON PLEAS—Part I.—Nos. 827, 844, to 852, 854, 854½, 855, 856, 521. Part II.—Nos. 761, 834, 841, 857, 858, 860, 861, 863, 865, 868, 870, 874, 875, 765, 876.

SUPERIOR COURT—Nos. 99, 443, 466, 473, 474, 111, 938, 2, 127, 263, 461, 320, 139, 503, 505, 506, 507, 509, 510, 511, 513, 515, 517, 368, 412, 442, 460, 321, 518, 519 to 525.

SUPREME COURT—General Term—Nos. 11, 13, 14, 16, 17, 6, 18, to 25, 5.

U. S. DISTRICT COURT.—Nos. 12 to 16, 6, 17, 18, 19, 20.

MARRIED.

ALEXANDER—TOOMBS.—In Washington, Ga., April 29, Wm. F. Alexander and Miss Mary Lewis, daughter of Hon. Robert Toombs.

BROWN—POMEROY.—At Southampton, Mass., April 27, Thomas Brown, aged 24, and Mrs. Harriet Pomeroy, aged 52.

BRAINARD—COOLEY.—At Syracuse, N. Y., May 4, Mr. William Newell Brainard, of Sacramento City, to Miss Melinda B. Cooley, of Syracuse.

BELL—SMITH.—At Stanhope, N. J., May 4, Francis E. Bell, of New-York City, to Hannah E. Smith.

CLOUGH—MORLEY.—April 17, on Crooked Creek, Scott Township, Iowa, Mr. Samuel Clough, late of Maine, to Miss Mary F. Morley.

CULLEN—WAUGH.—At Baltimore, Md., May 4, Charles M. Cullen, of Georgetown, Del., to Miss C. Virginia, only daughter of Rev. Bishop Waugh.

GRIFFIN—GRISWOLD.—At Hartford, Conn., May 5, Chatham A. Griffin, of New-York, and Delia S., eldest daughter of Mr. Wareham Griswold.

GREENE—WEBSTER.—At New-Haven, May 5, Mr. James Greene, of Fishkill, N. Y., to Miss Hannah Webster.

HOWE—SNOW.—At Carlinville, Ill., April 21, Mr. N. J. Howe, Publisher of The Macoupin Statesman, to Miss Martha E. Snow.

L'ESTRANGE—NUZUM.—On Thursday, May 5, by Rev. Dr. Pound, Mr. John R. L'Estrange to Miss Marie Nuzum, both natives of Ireland.

MURDOCH—SUTTON.—August 2, 1852, by Rev. Thomas Armitage, Pastor of the Norfolk-st. Baptist Church, at his residence No. 152 Clinton-st., Mr. Alexander Murdoch to Miss Mary V. Sutton, all of this city.

PERRY—BARNARD.—At Rochester, N. Y., May 5, Mr. Joseph M. Perry, of California, and Miss Cornelia A. Barnard.

ROBINSON—WILCOX.—At Depere, Wis., April 21, Mr. Albert C. Robinson, Junior Publisher of The Advocate, with Martha A., daughter of Hon. Randall Wilcox.

RAIFORD—JEFFERSON.—At Washington, D. C., May 4, Colonel Philip R. Raiford, of Alabama, to Miss Fannie A. Jefferson, of Missouri, daughter of the late Hamilton Jefferson, of Virginia.

SNOW—BARROWS.—May 4, by Rev. John W. Case, Albert A. Snow, of Brooklyn, N. Y., to Miss Delia A. Barrows, of Mansfield, Ct.

[We acknowledge the gift of a generous loaf of cake from the happy pair, for whom we invoke long years of happiness and all imaginable blessings.—*Ed.*]

SMITH—BATES.—At Litchfield, Conn., May 2, J. Edward Smith, M. D., of Kent, to Miss Octavia Kenyon Bates.

STANLEY—BOON.—At Watertown, N. Y., May 3, Mr. George M. Stanley, of Louisville, Ky., to Miss Sarah, daughter of Wm. Boon, Esq.

WEBB—ANDERSON.—At New-Orleans, La., April 27, Joseph Warren Webb, Esq., of Aurora, N. Y., and Mrs. Eliza W. Anderson, of Hernando, Miss.

WALLACE—REMSEN.—At Jersey City, N. J., on the 9th inst., by Rev. C. R. Imbrie, Mr. William T. Wallis to Miss Henrietta Remsen, both of that place.

WEEDMAN—CLARK.—At Boston, Mass., April 28, Mr. J. A. Weedman, formerly of St. Augustine, East Florida, to Miss Francis J., daughter of Jonas W. Clark.

DIED.

BUDD.—In Greece, Monroe County, N. Y., May 3, Mr. Daniel Budd, aged 83 years; one of the earliest settlers in that town, having resided on one farm some 45 years, and living for a time subject to the annoyances of border life in the war of 1812.

BOWIE.—In Georgetown, D. C., May 5, in the 23d year of his age, Dr. J. W. L. H. Bowie, of Montgomery County, Maryland.

COSTOLAY.—At Baltimore, Md., May 6, Edward Costolay, aged 73 years, a native of County Galway, Ireland.

EAGLE.—Yesterday morning, May 9, Adela Louise, youngest child of Commander Henry Eagle, aged 8 months and 16 days.

The relatives and friends of the family, and those of his father-in-law Sheldon Smith, Esq., are respectfully invited to attend the funeral at 11 o'clock, on Wednesday, at No. 74 Union-place. The remains will be taken to Newark, N. J., for interment.

HALL.—At sea, on board steamship Southerner, Friday, May 6, Louisa, wife of Eunice Hall, of consumption, in the 23d year of her age, of Wallingford, Vt.

HODENPYL.—In Brooklyn, May 9, at 10½ o'clock, A. M., of scarlet fever, Victor B., son of A. J. and Elizabeth Hodenpyl, aged 3 years, 7 months and 14 days.

JESSUP.—At Channahon, Ill., April 26, Mr. Isaac Jessup, formerly of Schodack, Rensselaer County, N. Y., in the 66th year of his age.

MARTIN.—At his residence in Rahway, N. J., on Saturday afternoon last, Asher Martin, in the 71st year of his age, for many years a resident of the VIth Ward of this city.

His friends and acquaintances, and those of his sons Mulford M., Edmund and D. R. Martin, and of his sons-in-law Selah, Hiler and Edward Elsworth, are respectfully invited to attend his funeral on Thursday, the 12th inst., at 2 P. M. A train of cars will leave the foot of Centre-st. at 12 M., returning will leave Rahway at 5½ P. M. Carriages will be in waiting at the depôt at the arrival of the train.

MUTCHELL.—In Walworth, N. Y., April 18, 1853, Joseph Mitchell, aged 71 years, one of the workmen that helped to build Fulton's first steamboat.

OLMSTEAD.—In New-Haven, Conn., Alexander Fisher, son of Professor Olmstead, aged 30.

QUAKENBUSH.—James A. Quakenbush, aged 41 years and 20 days. The funeral will take place from his late residence No. 62 Clinton-st., on Wednesday afternoon, at 2 o'clock. The friends of the family are respectfully invited to attend. ☞ Newburgh papers please copy.

SAVERY.—In Savannah, Ga., John Savery, Esq., of Carver, Mass., aged 66.

THOMPSON.—At Glasgow, Scotland, April 12, John Thompson, merchant, Detroit, Mich., (America,) third son of the late Mr. Peter Thompson, Milnathorpe, Kinross-shire.

TATEM.—In Wilmington, Del., May 3, Mr. Thomas Tatem, U. S. Navy.

VAN VALKENBURGH.—At Cincinnati, O., May 5, in the 30th year of her age, Anna, wife of William Burnet, and daughter of John Van Valkenburgh, late of Albany, N. Y.

WHEATON.—April 27, 1853, at Stockbridge, Ingham County, Mich., Ephraim Wheaton, at the advanced age of 87 years.

Mr. Wheaton resided in Niagara County, N. Y., and emigrated to Michigan in 1838. He was a soldier in General Washington's Army during the last three years of our struggle for Independence, and was present at the taking of Cornwallis.

WEST.—In Washington, D. C., Mrs. Isabella Leavit Howard, wife of Mr. Charles S. West. Mrs. West was the grand-daughter of James Howard, one of the original founders, in 1786, of the now flourishing City of Augusta, Maine.

WOOLLEY.—At Birmingham, Mich., May 5, Rev. E. M. Woolley.

WHITE.—In Bridgewater, Vermont, April 23, Mr. Gilbert White, in the 49th year of his age, a member of the last Legislature.

WEEKLY REPORT OF DEATHS in the City and County of New-York, from the 30th day of April to the 7th day of May, 1853:

Men, 76; Women, 62; Boys, 111; Girls, 87. Total 338.

Diseases—Albuminuria, 1; Apoplexy, 5; Asphyxia, 1; Asthma, 1; Atrophia, 5; Angina, 1; Bleeding, 4; Bleeding from Stomach, 1; Bleeding from Lungs, 1; Burned or Scalded, 6; Bronchitis, 4; Cancer Bleeding from Lungs, 1; Cancer of Stomach, 1; Cancer of Throat; Cancer of Mouth, 1; Casualties, 4; Cholera Infantum, 7; Colic, 1; Consumption, 35; Convulsions, 37; Croup, 37; Congestion of Brain, 3; Congestion of Lungs, 7; Concussion of Brain, 1; Constipation, 1; Cyanosis, 2; Cachexia, 1; Cirrhosis, 1; Debility, 8; Delirium Tremens, 1; Diabetes, 1; Diarrhea, 2; Dropsy, 8; Dropsy in the Head, 14; Drowned, 7; Dysentery, 4; Epilepsy, 1; Erysipelas, 4; Fever, 2; Fever, Puerperal, 4; Fever, Remittent, 1; Fever, Scarlet, 12; Fever, Typhoid, 1; Fever, Typhus, 3; Fever, Nervous, 4; Fever, Chagres, 2; Heart, Enlargement of, 1; Heart, Disease of, 3; Hooping Cough, 3; Inanition, 3; Inflammation of Brain, 14; Inflammation of Bowels, 1; Inflammation of Kidneys, 1; Inflammation of Lungs, 18; Inflammation of Stomach, 3; Inflammation of Throat, 2; Inflammation of Womb, 1; Intemperance, 1; Jaundice, 1; Lues Venerea, 1; Malformation, 1; Marasmus, 11; Measles, 1; Old Age, 1; Palsy, 1; Premature Birth, 3; Purulent Absorption, 1; Rupture, 1; Scrofula, 2; Small Pox, 14; Spinal Disease, 1; Sprue, 2; Strangulation, 1; Teething, 2; unknown, 1.

Ages—Under 1 year, 78; 1 to 2 years, 46; 2 to 5, 47; 5 to 10, 18; 10 to 20, 15; 20 to 30, 43; 30 to 40, 43; 40 to 50, 20; 50 to 60, 12; 60 to 70, 12; 70 to 80, 7; 80 to 90, 2.

Places of Nativity—United States, 216; Ireland, 73; England, 15; Scotland, 5; Germany, 19; Sweden, 1; Italy, 1; Prussia, 1; British Possessions in North America, 2; West Indies, 1; unknown, 4.

From Hospital, Bellevue, 15; Penitentiary, Blackwell's Island, 2; Lunatic Asylum, 3; Randall's Island, 3; City Hospital, 3; Alms-House, Blackwell's Island, 2; Colored Home, 2; Colored Persons, 12.

Interments returned from Ward's Island, 21.

THOMAS K. DOWNING, City Inspector.

City Inspector's Office, May 7, 1853.

WEEKLY REPORT OF DEATHS in the City of Brooklyn, for the week ending May 7, 1853:

Diseases—Abscess, 1; Bronchitis, 2; Congestion of Brain, 2; Consumption, 7; Convulsions, 6; Croup, 2; Debility, 1; Delirium Tremens, 1; Diarrhea, 1; Dropsy, 2; Dropsy in the Head, 2; Drowned, 2; Dysentery, 2; Fever, Congestive, 1; Fever, Puerperal, 1; Fever, Remittent, 1; Fever, Scarlet, 2; Fever, Typhus, 2; Heart Disease, 2; Hooping Cough, 1; Inflammation of Brain, 1; Inflammation of Bowels, 1; Inflammation of Lungs, 6; Influenza, 1; Marasmus, 2; Measles, 1; Palsy, 2; Premature Birth, 4; Rheumatism, 1; Stillborn, 4; Teething, 1.

Males, 30; Females, 34; Adults, 22; Children, 42. Total, 64.

M. WENDELL, Health Officer.

Office of the Board of Health.

COMMERCIAL MATTERS.

Sales at the Stock Exchange.....MAY 9.

$15,000 Ohio 6s, '90	103½	25 Parker Coal Co.	3½
3,000 California 7s	94	200 do	s3 3½
3,000 Indiana 5s	89½	50 do	3½
1,000 Erie Income Bonds	80	100 do	b10 3½
3,000 Erie Convt. Bds., '71	80½	225 do	b30 3½
4,000 do	s3 80½	19 Erie Railroad	80½
2,000 Hudson New Bonds	80	50 do	80
10 Merchants' Exchange Bk	110	50 do	s60 80
28 Knickerbocker Bk	102	50 do	s3 80
10 Nassau Bk	99½	100 Reading Railroad	s60 69
10 Continental Bk	104½	100 do	b3 69
20 Bank Commerce	s3 23½	20 Phœnix Mining Co.	23
150 Morris Canal	s10 23½	150 do	23½
100 do	s5 23	50 do	b30 23½
400 do	s30 23	50 do	s30 25
100 do	24	100 do	b30 24
50 Am. Life & Trust, Balt.	31½	100 do	b60 24½
50 Canton Co.	106	100 do	b5 24
20 Continental Ins. Co.	s3 12½	100 Nicaragua Transit Co.	b60 32½
50 New Jersey Zinc	s3 15	125 Harlem R. R.	23
250 Florence and Keyport	15½	100 do	63
50 do	15½	100 do	63½
100 do	s60 15	265 do	b60 63
100 do	15½	200 do	110½
500 Florence & K. Plank Road	17½	50 do, pref.	150
100 do	b30 17½	50 Roch. & Syra. R. R.	120
100 Cumberland Coal Co.	s60 51	200 Stonington R. R.	s3 58½
200 do	128	20 Hudson River R. R.	72
200 Little Miami R. R.	18½	100 N. Y. & N. Haven	s60 108
21 Mohawk Valley R. R.	108½	46 Roch., L. & Nia. F. R. R.	143½

SECOND BOARD.

$1,000 Kentucky 6's	109½	25 Phœnix Mining Co.	btwk 24
2,000 Hud 1st Mtg. Bonds	107	100 do	24
5000 E. R. P. Con. Bds., '71	98½	100 do	24½
22 Metropolitan Bank	109½	150 do	b30 24½
5 St. Nicholas Bank	86	100 do	b60 25
100 Morris Canal	s5 23½	100 do	s10 24½
200 do	23½	50 do	24½
100 do	b30 25	150 Flor. & K. Plank Road	17½
100 Niagara Transit Co.	31½	50 Flor. and Keyport	15½
100 do	b60 32	20 Utica and Schen. R. R.	100
100 Potomac Copper Co.	3½	34 N. Hav. and Hartford	125
200 Cumberland Coal Co.	51½	22 Syra. and Utica R. R.	130
100 do	b30 52½	25 Hudson River R. R.	72½
100 do	b15 52½	50 do	72½
200 Erie Railroad	b60 80½	50 do	s60 72½
50 do	80½	150 do	b30 72½
10 Mich. Central R. R.	116	50 do	b60 72½
36 Buf. and Roch. R. R.	179	20 N. Indiana R. R.	13½

Sales of Stocks at Philadelphia.....MONDAY, May 9.

First Board—6 C. & Amb. R. R. 15½; $8,000 C. & Amb. 6s, '93, 99½; $500 U. S. 6s, '62, 114½; $500 U. S. 6s, '68, 120; 10 Morris Canal Pref., 29½; 10 do. do., 16; 50 do. do., 29½; 100 Sch. Nav. Pref., 5½; 3 Norristown R. R., 55; 52 Penn R. R., 54½; $1,400 Sch. Nav. 6s, '32, 84½; 8 U. S. Bk., 44; $1,000 Read. 6s, '70, 85½; 3 Susq. Can. 6s, 67½; 14 Harrisburg R. R., 55; 3 Minehill R. R., 74½; 25 Little Sch. RR., 54; $7,000 County 6s, '70, 104; 8 Girard Bank, 14½; $650 Penn. 5s, 97½; $3,527 Lehigh 6s, '70, 98½; $1,000 Read. Mort. 6s, '43, 93½; $615 Lehigh Mort. 5s, 101½.

Second Board—$200 Lehigh 6s, '65, 95½; $500 Lehigh 6s, '70, 98½; 4 Phila. Bank, 157½; 110 Girard Bank, 14½; 100 Union Canal, 17½; 100 do., 17½; 100 Long Island R.R., 19½; 3 Penn. R.R., 50½; $300 Lehigh Nav. 6s, '82, 84½.

MONDAY, May 9—P. M.

There was not a very large amount of business done at the Stock Board to-day, but generally prices were well sustained. At the Second Board the market was firm and in some cases buoyant. The Coal shares had an upward tendency—Cumberland going to 51½ and Phœnix to 24½. Of the fancy Railroads, Hudson River was most buoyant—touching 72½, an improvement of 1½ ⊕ cent.; Erie was heavy at Saturday's rates; Reading was firm; Nicaragua closed about the same as on Saturday; Morris was buoyant at the close. The premium railroads are firm, especially the Central Line through this State. The bids at the close were: Utica and Schenectady, 101; Syracuse and Utica, 183; Rochester and Syracuse, 150; Buffalo and Rochester, 179; Mohawk Valley, 170; Rochester, Lockport and Niagara Falls, 142; Little Miami, 123; Cleveland, Columbus and Cincinnati, 127; Michigan Central, 115½; Michigan Southern, 130½; New-Haven and Hartford, 125. In Government and State Stocks and Railroad Bonds there is but a moderate business and prices are unchanged.

The market has been moderately active for Exchange for the Boston steamer and banker's Sterling closed firm at 9¼ with a free supply. Other good bills were 9@9¼ per cent. Francs are 5.15@5.13¾.

In Freights there is rather more doing without important change in prices. Cotton is offering freely. To Liverpool 35,000 or 40,000 bush. Grain 6d.; Flour 2/; Resin 4/; 500 to 1,000 bales Cotton 9-32d.@5-16d.; 250 chests Tea 17s. 6d. 100 hhds. Tallow 22s. The steamer of Saturday has 125 tcs. Beef at 35s. To London, 30 hhds. Tobacco 30s. To Havre 200 or 300 bales Cotton ⅛c., and 10,000 lbs. Bone ⅛c. Ashes $8@$10. A vessel of 300 tuns was chartered to load at the East for Sierra Leone, thence to Marseilles and thence home for $6,000 and port charges. A timber freight was made from Quebec to Liverpool at 42s. A Deal from Miramichi to Bristol at 100s. and two or three other Deal freights at previous quotations. To California, there is a fair amount of transactions at 40@65c.; 500 bbls. Flour were taken at $3.

The receipts at the Sub-Treasury were $141,039; Payment, $288,784. Balance, $7,098,294.

The supply of Money on call is quite large to-day at 6@7 ⊕ cent. The demand is active, but freely met. Paper is 7@8 ⊕ cent.

The Mining Board held its first meeting to-day at its temporary rooms in Beaver-st. and organized, by the election of Mr. Merwin (Merwin & Gould) as President, B. H. Tallmage as Vice-President, Ed. Henriques, Treasurer, E. A. Shipman, Roll Keeper. Messrs. Colville, Cutting and Stebbins were appointed a Committee to prepare a list of stocks to be called to-morrow. There are about sixty members of the Board.

The following gentlemen were reelected officers of the Stock Board to-day: C. R. Marvin, President; Moses A. Wheelock, Vice-President; Jas. W. Bleecker, Treasurer; B. Hart, Secretary; G. W. Brodhead, Assistant Secretary; E. A. Shipman, Roll Keeper.

The officers of the Commonweal'th Bank, just commenced business at No. 36 William-st., corner of Exchange-place, are as follows: James B. Wilson, President; Edward Haight, Vice-President; Geo. Ellis, Cashier; James B. Wilson, Wm. M. Gawtry, Lewis B. Brown, P. N. Spofford, Cornelius K. Sutton, Harrison Jones, John J. Herrick, Ben. C. Lee, Edward Haight, Ben. M. Whitlock, Jos. B. Vanderveoort, G. Henry Koop, Roswell Skeel, Wm. M. Benjamin, Chas. L. Frost, Geo. B. Grinnell, Directors.

The receipts at the Federal Treasury for the quarter from Jan. 1 to March 31 are:

From Customs	$16,298,493
Other sources	594,585
Total	$16,893,063

The Expenditures for the quarter are:

Civil, miscellaneous, and foreign intercourse	$4,187,510 45	
Pension	641,901 43	
Indian Department	346,602 23	
		987,906 66
Army proper, &c.	1,947,242 93	
Fortifications, &c.	199,848 83	
		2,174,091 76
Navy		2,571,136 47
Interest, &c. on the Public Debt		16,195 84
Reimbursement of Treasury Notes		2,500 00
Redemption of Stock, loan of 1842		30,385 00
Redemption of Stock, loan of 1843		92,600 00
Redemption of Stock, loan of 1847		171,300 00
Redemption of Stock, loan of 1848		47,400 00
Premium on Redemption of Stock, loan of 1842		4,240 69
Premium on Redemption of Stock, loan of 1843		350 83
Premium on Redemption of Stock, loan of 1847		20,573 99
Premium on Redemption of Stock, loan of 1848		22,364 32
		10,338,332
Receipts over expenditures		$6,402,751

The Specie in the Sub Treasury is being examined by the new Sub-Treasurer, Mr. Dix, assisted by Mr. Redfield, the Naval Officer, Mr. Cochran, the Surveyor, and Mr. Robert Kelly.

It is stated that the Hudson River Railroad Company proposes to lay down rails for the sole use of city passenger cars, to run every few minutes of day and evening, from the Park to Spuyten Duyvil. They will go by horse power to Thirtieth-st., and by locomotive power the rest of the way. They will make the time to Fort Washington, at One Hundred and Sixtieth-st., as quick as the horse car conveys it to Fifteenth-st.—in 40 minutes. The long cars will cease to go below Thirtieth-st., and all passengers from the north will go down in the city cars.

The Bonds of the New-York Central Railroad (Consolidated) Company will be all issued payable in Federal Currency, none of them in Sterling, as at first talked of. They will be 30 years to run; bear six per cent interest, payable 1st May and 1st November, in this City.

Mr. Draper bought 100,000 Federal 5s, for Government account, to-day.

The Broadway Bank has declared a semi annual dividend of four per cent.

The Munn Lund Company, fifteen dollars per share.

The interest on the Ohio Co., Va., and Washington Co., Pa., Six Per Cent Bonds issued to the Hempfield Railroad Company, due on the 15th inst., will be paid at the office of Winslow, Lanier & Co. in this City.

The business of the Michigan Central Railroad for April, was:

	Passengers.	*Freight.*	*Total.*
1853	$58,061 77	$43,896 96	$101,958 73
1852	35,783 24	21,511 12	57,294 36
Increase	$22,278 53	$22,385 84	$44,664 37

We publish below a letter from the President of the Alton and Terra Haute Railroad Company, in relation to the article in our yesterday's paper referring to the affairs of that Company. The remarks made upon that road were made without any desire to do any injustice to the Company. We are now assured by responsible authority that the article of *The Railroad Journal* does great injustice to the Terra Haute and Alton Railroad Company, and we are informed that that road is in rapid progress toward completion; that the iron rails are purchased and are being shipped to Alton and Terra Haute; that fifty miles of the track are now ready for the rails; that one hundred miles will be completed the present year, and the entire road is expected to be completed in 1854.

NEW-YORK, May 9, 1853.

To the Editor of The N. Y. Tribune.

SIR: A portion of the Money article in your paper of to-day is devoted to the affairs of the Terre-Haute and Alton Railroad Company. I regret that its statements are so erroneous as to compel me to appear personally before the public, and I appeal to your sense of justice to give the same degree of publicity to my reply as you have given to the statements to which I refer.

Your authority for the remarks is found in an article of *The American Railroad Journal*. That article must have been written in entire ignorance of the real facts of the case. I make no charges of intentional wrong against *The Journal*; its Editor doubtless supposed he had good reasons for his course in respect to the Alton and Terre-Haute Road, but its statements of facts could not have been derived from any one at all acquainted with our affairs. We are prosecuting our work with diligence and economy. We are sustained by the Legislature and the people upon all occasions when their support is necessary; and if a rapid prosecution of our work, and the construction of a first-class railroad, shall entitle us to their confidence, we shall continue to enjoy it.

In the course of the present year we expect to have at least one hundred miles of track laid, all the iron for which is purchased and paid for, including all charges to the time of delivery upon the line of the road. It is now going forward. The track for most of the distance is graded and ready for the immediate reception of the rails, a large quantity of which are now on the way there, having been shipped some two weeks since from this port by way of the Canal. The contractors are Phelps, Mattoon & Barnes, of Springfield, Mass. These gentlemen have recently finished the Rome and Watertown Railroad, are now constructing the Buffalo, Corning and New-York Railroad, and several others in the State of New-York, and they are well known to possess the energy and pecuniary means necessary to carry them successfully through this undertaking, and they are urging the work forward with a view to its early completion. A large force is now at work upon the line, and the progress of the work is satisfactory to all our friends.

It is annoying in the face of all these facts to be compelled to notice such misstatements as those of the Journal to which I refer. I am entirely at a loss to account for them. The statement in reference to our bonds spoken of as having been offered some months since and withdrawn, is entirely incorrect. They were neither offered nor withdrawn. They were prepared last Fall in the regular course of our business with a view to offering them whenever the proper time should come; and during the present Spring they have been all sold by the Company by private negotiation, to Eastern parties who fully understood the condition and prospects of our road, and who, I believe, are abundantly able to hold them. If they choose to resell any portion of them they have the right to do so; and they may justly complain of such unfair assaults as I have referred to. You and the public may rest assured that no better security than is offered by these Bonds will be furnished by any Western road. They are a first mortgage security, for less than $6,000 per mile, upon a first class road, having 10, 15 and 20 years to run, and convertible into stock at any time before their maturity; and I have no doubt they will be sought for as a most desirable investment. In reference to "State Policy," as it is called in Illinois, we believe we in Illinois understand it; nor shall we receive instruction on this subject from those who are endeavoring to build up rival roads, and are thus interested in breaking it down.

Yours, Respectfully, SIMEON RIDER,
President of the Terre Haute and Alton Railroad Co.

The annexed letter from the widely and well known house of Cooper & Hewitt, of the Trenton Iron Works, bears very strong testimony to the value of the Coal from the Cumberland region in iron manufactures. We are informed that the consumption of this description of Coal is rapidly increasing, both among manufacturers and private consumers. The letter is as follows:

NEW-YORK, May 9, 1853.

MESSRS. NEWELL, STUYVESANT & CO., New-York:—*Gentlemen*: We have now thoroughly tested the coal received from the mines of the Cumberland Coal and Iron Company, in comparison with the Anthracite coal which we have been in the habit of using. In order to determine the matter satisfactorily, we charged four of our puddling furnaces, and have now consumed in them some five hundred tons of the Cumberland coal. We have found the change highly advantageous. The coal has worked beautifully; in fact it is all that we can desire. We are now changing the remainder of our puddling furnaces, and building six new ones, so that in the course of a few weeks we shall have equal to fifty single puddling furnaces ready for your coal. You will please cancel our order for eleven thousand tuns (11,000) of Anthracite coal, and substitute therefor 10,000 tuns of Cumberland coal, run of the mines. We reserve the right to increase this order to 12,500 tuns the present year, and next year we shall require a much larger amount.

We are, very respectfully, yours,
(Signed,) COOPER & HEWITT.

A letter from Lake Superior, dated April 12th, says that the Cliff, North American, Copper Falls, North Western, Norwich, Farm, Toltec and National, are all looking well, and the superintendents feel much encouraged. The South Cliff and Winthrop are improving, but North West and Dana had not so good a show as before. Phœnix has opened very favorably in some new works. The recent reports from Portage Lake are very favorable, but there has been a strike among the miners.

A new Lake Superior mine has been organized in this City, called the Washington Mining Company. The location is on the Portage River, and the show is represented as encouraging. The officers are Ramsey Crooks, President; Directors, Ramsey Crooks, Wm. F. Ladd, J. D. Maxwell, C. C. Douglass, Charles A. Trowbridge; Sec'y., Henry Magrane.

The London Railway Commercial Journal announces that the £25 shares of the Grand Trunk Railroad Company, of Canada, are at £1¼ to £2 premium on the London Exchange. This Company has been organized by the election of a large number of Directors, among which are the names of Thomas Baring, Esq., M. P., George Carr Glyn, Esq., Robert McCalmont, Esq., the celebrated bankers and capitalists, and Alderman W. Thompson, M. P. Their prospectus states their entire capital in stock and bonds to be *nine and a half millions sterling*, and their various lines of railway to comprise *eleven hundred and twelve miles*, of which three hundred and ninety will be in operation at the close of the present year. The lines consist of the Atlantic and St. Lawrence Railway, from Portland to Montreal, the Quebec and Richmond, which intersects the Atlantic and St. Lawrence, and thus forms a line from Quebec to Montreal, the Grand Trunk Railway from Montreal to Toronto, the Grand Junction Railway, and the Toronto and Guelph Railway, including a bridge across the St. Lawrence at Montreal, which will be constructed by Robert Stephenson, Esq., M. P. The prospectus goes on to state that this system of railways reaches the Atlantic by means "of a lease of the Atlantic and St. Lawrence Railway, from the point of its junction with the Grand Trunk Railway to the city of Portland, 148 miles, whereby access is obtained to the Atlantic at one of the natural harbors of the Western continent."

A meeting of the stockholders of the Camden and Cape Island Railroad was held at Camden, New-Jersey, on Tuesday. It was announced that four hundred and fifty thousand dollars of the stock had been taken.

The Banks of Philadelphia, with the exception of the Bank of North America and Bank of Pennsylvania, both of which declare at another period, have just made their semi-annual dividends, and prove them to have been more profitably employed than at any previous period for several years past. The dividends are:

Philadelphia, 7 per cent.; Farmers' and Mechanics', 7 do.; Girard, 3 do.; Commercial, 4 do.; Mechanics', 6 do.; Western, 5 do.; Northern Liberties, 5 do.; Merchants' and Mechanics', 4 do.; Southwark, 5 do.; Kensington, 6 do.; Bank of Commerce, 5 do.; Penn Township, 5 do.; Tradesmen's, 4 do.

The amount of dividends for the last half year is equal to about 5½ per cent., or at the rate of 10½ per cent. per annum. In November last, the same banks paid out in dividends, $365,250, and in May of last year, $382,250.

The assessed value of property in Baltimore, is $104,801,438, showing an increase of $18,697,763 since 1846.

The Legislature of Louisiana recently passed an Act making the following subscriptions on the part of that State to the stock of the Companies here named:

"Sixty-four thousand shares at $25 each, amounting to $1,600,000, to the stock of the New Orleans, Jackson and Great Northern Railroad Company; forty-eight thousand shares at $25 each, equivalent to $1,200,000, to the stock of the Opelousas Road; and thirty two thousand shares at $25 each, equal to $800,000, to the Vicksburg and Shreveport Railroad Company."

The New-Orleans Bulletin, speaking on the subject, says:

"New-Orleans has voted a tax of $3,500,000; the parishes have and will vote large sums; individual subscriptions have been liberal; and the State has subscribed $3,600,000. In one year more we shall have at least three hundred miles of railroad in running order."

Messrs. De Graff & Co., of Ohio, and Messrs. Benson, Grant & Co., of Georgia, have been awarded contracts for the grading and construction of ninety-six miles of the New-Orleans, Jackson and Great Northern Railroad, running from the State line to Canton, Miss. This makes in all 206 miles of this road that are under contract, and to be finished between now and January, 1855.

The project of an Air line from Detroit to St. Louis is being agitated. The towns through which the Road would pass are given with their respective distances from Detroit:

	Miles.
From Detroit to Adrian	62
Thence to south line of Michigan	87½
Thence to east line of Indiana	118½
Thence to Auburn, De Kalb Co., Ind.	130
Thence to Logansport, in Cass Co., Ind.	214
Thence to Delphia, in Carroll Co. Ind.	231
Thence to Lafayette, in Tippecanoe Co., Ind.	252
Thence to Williamsport, in Warren Co., Ind.	274
Thence to Danville, in Vermillion Co., Ill., near the east line of Illinois	295
Thence to Shelbyville, in Shelby Co., Ill.	378
Thence to St. Louis, in Missouri	472

The estimate of the cost of this work is ten millions of dollars. When completed, the distance between St. Louis and Boston, by the way of Detroit and the Great Western Road through Canada, would be, it is stated, but 1,125 miles—with an air line from Detroit to Boston it would be only 1,025. By the route now traveled, by the way of Cincinnati, the distance from St. Louis to Boston is about 1,600 miles, showing a difference in favor of the route through Detroit of over 450 miles.

The Evening Post speaking of the Norwalk calamity, says:

Nor can we forbear to remark, that the President of this Company, is also President of the Central Road of Illinois, which was only a week ago the theater of a massacre almost as appalling as this at Norwalk.

This remark is very unjust to Mr. Schuyler. The collision, it is true, took place on the Illinois Central track, but it was on that portion which is used by the Michigan Central trains, and the collision was with a Michigan Central train, over which Mr. Schuyler has no control. The Illinois Central Road is not completed, and that Company is not yet running any passenger trains.

Imports (other than Dry Goods) at the Port of New-York, for the week ending and including Friday, May 6, 1853:

55 pkgs. Baskets $3,196, 20 do. Bay Water $1,203, 76 do. Books $13,907, Bottles $4,211, 3 pkgs. Bronzes $2,327, 22 do. Brushes $6,855, 22 do. Buttons $5,306, 1,050 do. Burr Stones $1,500, 36 do. Chalk $340, 206 do. Cheese $2,976, 215 do. China Ware $11,198, 244 do. Cigars $22,067, 300 do. Coal $1,362, 11,772 do. Coffee $113,764, 125 do. Corks $1,289, 5 do. Cor. Rings $1,466, 10 do. Daguerreotype Plates $2,328, 1738 do. Demijohns $755, 25 do. Antimony $1,838, 54 do. Argols $1,625, 35 do. Arrow Root $445, 100 do. Arsenic $604, 185 do. Balsam Copy. $2,205, 5 do. Balsam Peruv. $629, 196 do. Barilla $3,614, 99 do. Barytes $773, 1,240 do. Bicarb. Soda $5,325, 30 do. Bicarb. Potash $2,061, 290 do. Bleach Powders $8,262, 2 do. Bonne Bouche $144, 170 do. Borax $145, 600 do. Brimstone $1,724, 1 do. Camphorites $473, 33 do. Carb. Ammonia $1,600 do. Chemistry $450, 1 do. Citric Acid $