Captain's office to bond; they gave me to understand that the vessel would be bonded in a few minutes, and everything would be all right; I did not leave the vessel till I jumped off the quarter deck on the gang plank, to save the District Attorney, who was in danger of being precipitated into the water; I kept on board expecting that a discharge would come; the discharge came, however, and I left, directing Mr. Ryer to go into the Board; Mr. White left about a half hour before the vessel left, and Mr. Clark left in a small boat just after the vessel had left the dock; Mr. White was on the dock when the vessel left; I think Mr. White was on the Battery when the cutter fired the shot; when the steamer returned I boarded her.

Cross-examined—I think Mr. Clark was on board before Capt. Tinklepaugh; he went to the captain's office, and said he would jump into a carriage and go with Mr. Vanderbilt and board the vessel immediately; I said that if they would swing the vessel round I would soon determine whether there were arms on board; I recollect that Mr. White said he had a good mind to shar den the vessel to the United States Government; I told Mr. Ryer who Mr. Clark was, and that he must show him the process.

R. F. Ryer recalled by Mr. Clark—The printed paper here produced, I think, I gave to Capt. Tinklepaugh.

To Mr. Joachimssen—I have no recollection of hearing anything about the vessel being bonded.

Peter Cook, sworn—On the 24th of December last I was sent by Mr. Hillyer on board the Northern Light; I found Mr. Ryer and Ryer on board; they said they had attached the vessel; I went on deck, and remained until she went into the dock; I saw Capt. Tinklepaugh first on the bureau deck, aft; I saw Mr. Clark speaking to Capt. Tinklepaugh; I heard Mr. Clark say, "You go," to Capt. Tinklepaugh during their conversation; "You go," to Capt. Tinklepaugh during their conversation; Mr. Clark left just as the vessel was leaving the dock. The remainder of this witness's evidence was corroborative of the previous witness.)

Cross-examined—When Mr. Clark and Capt. Tinklenaugh were talking together I heard something said about putting some person ashore, and then Mr. Clark said: "You go."

Oscar Coles, sworn.—Am a shipchandler, at No. 91 West street; on the 24th of December I went on board the Northern Light; about 7 or 7½ o'clock; the Marshal came on board somewhere in the neighborhood of 7½ o'clock; Mr. Joachimssen came on board with them; they came to me, and Mr. Joachimssen said he had a process against the vessel—"but there were arms and munitions of war on board; I said I do not believe it; he said that there were passengers for Nicaragua on board; I said I did not know, and told them that they were at liberty to search the ship for arms and to arrest any whom they had warrants for; when Mr. White came on board of the ship he went to the Captain's room; I cannot swear with any distinctness who went into the Captain's room; White and Tinklepaugh went in; the interview terminated, and White left the ship a few minutes after Mr. Clark came on board, and after a little conversation he said "We will bond the ship and let her go at her usual hour;" he said the Commodore (meaning Mr. Vanderbilt) was in his office; Capt. Tinklepaugh remained on board of the ship all the time in charge until she was anchored in the stream; I think White and Tinklepaugh had two conversations—one in the Captain's room and one on the hurricane deck; the last thing I heard of the last conversation on the part of Mr. White, was some thing which I considered equivalent to an order to go to sea; the impression made upon my mind at the time was that it was an order to go to sea; Mr. White at the time was the counsel of the Accessory Transit Company; the ship had been bonded; the Accessory Transit Company; the ship had been bonded; I saw the cutter; I saw the cutter, I think, before Capt. Tinklepaugh; soon after leaving I learned that the pilot would not act, he having had a conversation with Mr. Ryer; that was the first I learned that the vessel was to be bonded; the vessel stopped after the second shot was fired by the cutter.

Cross-Examined—The engineer of the Northern Light is named Gilbert Fowler, and not Joseph Fowler.

Mr. Joachimssen said that this was too late to plead a misnomer, as Mr. Fowler had pleaded.

Mr. Cutting said that there had never been any plea made by Mr. Fowler.

The Court said that if there was no issue there could be no judgment.

Mr. McKeon said that he must, then, hold the Clerks to a strict accountability in the future.

The Court thought that the clerks would hold the District-Attorney to a strict accountability. He doubted if the clerks had the right to make entries of a plea, except after the motion of the District Attorney to arraign.

The case against Fowler was then discharged by order of the Court, on the plea of the misnomer.

Evidence on cross-examination resumed—A portion of the communication in relation to the bonding of the ship was addressed to me by Mr. Clark, in the presence of Mr. Ryer; I did not hear afterward that she was bonded; Mr. Clark said that he would see that the vessel was bonded, and I believed that she was bonded when she left the dock; Mr. Ogden, who is attached to the office of the Agent, Mr. Morgan, gave the last order for the vessel to leave on that day; he gave the order to Mr. Tinklepaugh; the words he used were: "Clear out; go quick."

Direct examination resumed.—When a lieutenant of the cutter came on board, he asked Captain Tinklepaugh if he had cleared the Custom-House regularly; I think Capt. T. said yes; Capt. Faunce called to know if she was cleared, and Mr. Stanford said yes; Mr. Ryer said that she was not clear of the District-Attorney; Capt. Faunce then said that she must turn around and return.

By permission of the District-Attorney, Commodore Vanderbilt was put on the stand as a witness for the defense. He testified as follows: On the 24th of December last, about 2½ o'clock, Mr. White came into my office a little excited, and said, "They have attached the Northern Light for having filibusters on board, and I am going down to tell her to go to sea;" my answer was "No; you must not do any such thing; go down and ascertain the nature of the process exactly, and come back and let me know what it is, and if I can assist you I will;" at this time I had no agency in this line; he came back in about ten minutes after, I think; just before he came there the second time Mr. Clark had accidentally come there on other matters, and was there when Mr. White returned; Mr. White told us the nature of the process; Mr. Clark said, "Commodore, let us go up and bond the ship;" I said "Yes, if we can see Mr. McKeon, and everything is right, he will let her go," Mr. Clark said, "I'll go down to the ship and see what officers are there;" I waited several minutes, and became impatient and went out of the office; I met Mr. Clark and Mr. Joachimssen conversing together; I joined them, and we walked up together, Mr. Joachimssen tired and we went ahead of him; I said to Mr. Clark, "Horace, it is getting late;" he said "Wait a little longer, I have to see Mr. McKeon before he goes to dinner;" he went a head, I followed as rapidly as I could; when I got to the United States District-Attorney's office I met Mr. Clark, and he said it was too late, that he saw the Judge had gone; I said, "Then go down to the ship and tell them that we will bond the ship;" I told Mr. Clark that if there was anything I could do to get the ship off that evening I would do it, I would not send off a ship against the law; I then went home; I was not agent at that time.

Charles Morgan, sworn—On the 24th of December last I was agent of the ships of the Accessory Transit Co.; Capt. Tinklepaugh and the Purser came into the Transit Co.'s office and said the ship was seized; I advised Mr. Lord, the President, to call the Board together, as it could be done in a few minutes; I told I would either bond the ship or abandon her to the Government, but it was for them to act and not for me; I told them I should take no responsibility myself; Mr. White said he would go down himself and have the matter regulated.

Cross-examined—Capt. Tinklepaugh's character stands as high as anybody's.

John Faunce sworn: I am Commander of the revenue cutter Washington; I stopped the Northern Light about 300 yards above Bedlow's Island, by firing a shot across her bow; I sent my First Lieutenant on board; I fired a blank cartridge and afterward a shot; I went on the Northern Light that night and saw Capt. Tinklepaugh, who was in command; I do not recollect of anything being said that night about the Northern Light being bonded.

Cross-examined—Capt. Tinklepaugh afforded me every facility in the discharge of my duties.

Arthur D. Stanford, sworn—Am First Lieutenant of the Revenue-cutter Washington; I boarded the Northern Light; I found Capt. Tinklepaugh in command; I asked him if he had his clearance; he said he had and showed it to me; I examined it and saw it was all right; I asked him if he had a permit from the District-Attorney and he said "No;" I then went on deck and announced to Capt. Faunce, who was in the cutter, that she had cleared; he said "Then let her go;" just then Mr. Ryer said he had possession of the ship by a process attaching her; I communicated this statement to Capt. Faunce, who said she must return.

Horace F. Clark, sworn—At about 2½ o'clock of the 24th December I was in Vanderbilt's office casually; while there Mr. White came in with this paper, proved by Mr. Ryer, which was a notification that the vessel had been seized for a violation of the neutrality laws; after a conversation it was manifest that one must be bonded in order to have her go to sea; the object then sought to be accomplished was to get her off at the usual hour; my object in going to the ship was to see Mr. McKeon, and ascertain what the amount to be required her to be bonded for, and to get his consent to take Com. Vanderbilt and myself as security; after seeing Mr. Ryer I saw Mr. Joachimssen, and told him our object was to bond the ship; he said there was some doubt as to our seeing Mr. McKeon, and it was agreed with Mr. Joachimssen that the ship should be bonded for $100,000, and that Mr. Vanderbilt and myself should be accepted as sureties; we went to Mr. Vanderbilt's office, and I went ahead to get to the office before the Judge left; I met Mr. Morton, the United States Commissioner, who said the Judge had gone—that it would do just as well to-morrow; Mr. Vanderbilt then left for his home; I then went to the ship; the regular gangplank was in, and there was a small gang-plank; I got on board, and I had difficulty in getting to the Captain; I asked him loudly, "Captain, are you going?" or "Captain you're off;" and he said, "I have my orders to go;" I then said, "I shall not interfere;" I saw the vessel was moving, and I jumped down on the lower deck and got into a boat that was running by the steamer; on my first visit to the vessel, I said to Capt. Tinklepaugh, in the presence of Mr. Coles, that the Commodore and myself would bond the vessel, and that he could go; there was a discussion between myself and Mr. Joachimssen upon a point; I concluded that as the process was against the ship, if the ship was bonded they could not detain the vessel to search for persons.

Cross-examined—I told Mr. White in the early part of the day that the ship would be bonded; that Mr. McKeon would undoubtedly facilitate us; Mr. Vanderbilt said he would bond her for a million, if necessary; the next day, or second day, we went and bonded the vessel in the sum of $100,000; the understanding that we made with Mr. Joachimssen to bond the vessel was carried out; Capt. Tinklepaugh could not have possibly known, after I left and before the vessel left, that the vessel was not bonded as I had said she would be; on Christmas day Mr. McKeon informed me that there was a process issued by the President for the arrest of the vessel; that was the first intimation I had of it; had I known of that I should have told Capt. Tinklepaugh that he could not leave until he had cleared the District Attorney's office; Mr. Joachimssen said it was a shame that the vessel should be allowed to leave without being bonded. The Court then adjourned to Friday.

NEW-YORK SUPERIOR COURT—WEDNESDAY, MAY 7. Before Justice SLOSSON.

BARNUM ONCE MORE ON THE RACK—ADVICE TO HIS TORMENTORS.

Joseph S. Benjamin sgr. Phineas T. Barnum.

The defendant in this matter has again been up before the Court, Justice Slosson, upon a supplemental order to undergo an investigation as to any property in his possession. Mr. Barnum seemed extremely indignant that he should be compelled to submit to the persecutions of unrelenting creditors, and finally asserted his determination to avoid such proceedings hereafter, inasmuch as he has been forced to undergo examinations of the same nature for nearly twenty different times, and on each occasion and swore that he had committed all his property, without any reservation, into the hands of a receiver.

Mr. Barnum, upon being sworn, testified—I have been previously examined upon proceedings supplemental to execution by parties holding judgments against me, several times, and James S. Libbey, esq. has been appointed a receiver of my property, and I have executed several assignments to him, by direction of the court before which I have been examined.

Q. Have you come into possession of any property since your last examination? A. I have not.

Q. On your former examinations did you make a full disclosure of all your property? A. Your questions is impertinent, illegal, and smacks of persecution—under the advice of my counsel, I refuse to answer that or any other question relating to anything which took place previous to my last examination under supplemental proceedings, but I refer you to my receiver, J. S. Libbey, esq., and to my previous examinations, which are in his hands.

The counsel for the plaintiff insists that the question is a proper one, and that the defendant should be compelled to answer.

The Court ruled that no question could be put to the defendant which had been put and answered on former examinations. He therefore overruled the question.

Q. Were you in February last the owner of Hartford City Bonds? A. I was.

Q. Are you still the owner of those bonds? A. I am not.

Q. What have you done with those bonds or the proceeds thereof? A. I refuse to answer, by advice of my counsel, for reasons before given.

The Court held that if the attention of the defendant had been called to this property on his former examination he was bound to answer. But if it had not then he is bound to answer.

Q. Was your attention particularly called to the Hartford City Bonds on either of your former examinations? A. I think not, as I did not own the bonds at that time.

Q. Where are those bonds at this time? A. They have all been sold since the process issued to liquidate my individual liabilities, and for the necessary support of my family.

Q. Have you any other bonds or other securities? A. I refuse to answer that question for reasons before given.

The Court held that the counsel must examine the former examinations before they would rule upon this question.

W. H. Stoughton, esq., appeared for the plaintiff, and the amount involved is upward of $10,000. The investigation was adjourned until to-morrow morning at 10 a. m., in order that counsel might examine the records of previous examinations.

May 8—Mr. Barnum's examination was continued, as follows:

Q. What business are you engaged in? A. I attend bar; that is my only occupation at present.

Q. How long have you been engaged in that occupation? A. Since you lawyers have been pulling me up to the bars of the Courts; that is a very profitable business; you may have all my salary and put it in the Receiver's hands.

The Judge ruled that I had a right to call upon you to answer questions touching particular property. Have you any interest in publications of any character in the City of New-York or elsewhere? A. I tell you most distinctly I have no interest in any publication, nor in any other business whatever in America.

Q. Have you no interest, contingent or otherwise, in Redfield's publication of your autobiography? A. I have never made a definite settlement with Mr. Redfield; he has our me, I believe, in full, perhaps more; I never expect any profits worth mentioning from future sales; but if your petitioner can create an extra demand for my autobiography, I may said another chapter two, and from all future sales I should be entitled to a percentage.

[Mr. Barnum stated that this was the first time this matter had been alluded to in all the examinations to which he had been subjected.]

Q. Were you at any time proprietor of *The Illustrated News*, published in the city? A. I was.

Q. Have you disposed of your interest in it? A. I sold out, probably two years ago, after it had run one year. I may add, I received all my pay therefrom long ago, except in one case where I took a mortgage on a press the balance of which is now about $160; Mr. Alvord, the printer, knows that I transferred this mortgage several months ago to pay a debt. That is all about *The Illustrated News*. All your efforts to set anything more out of me will be futile.

Q. Have you real estate in Connecticut? A. I have, in the hands of assignees; worth probably $300,000 more than the mortgages on it; but as I have repeatedly stated, forced sale it will not fetch more than enough to pay the mortgages because it will be sold by the acre, and not gradually, in building lots, according to the demand; there is no immediate demand for it in the aggregate; I have frequently offered to give this up to the creditors, if they would take it, but instead of that they are peddling my paper about for 16 or 18 cents on the dollar; I was offered $8,000 of the Jerome paper, with my acceptance, for 14 cents on the dollar; I said I wouldn't give 8 cents on the dollar for $100,000 of it, if my friends would lend me the money, because there would still be $300,000 hanging over my head, whereas the creditors could realize more than 16 cents on the dollar, if they would have unity of action, take possession of the property, save it from sacrifice, and dispose of it as men of sense would; they show no more sense than I did in indorsing Jerome's paper.

Mr. Stoughton—On this testimony I shall move for a Receiver in this case. Adjourned for that purpose till to-morrow. W. H. Stoughton for the plaintiff.

KINGS COUNTY CIRCUIT COURT—May 8—Before Judge ROCKWELL.

William W. Russell sgt. George Law.

This was an action to recover the sum of $45,000, commissions due upon the sale by Alfred G. Benson of certain steamships known as "Law's California Line," and a quantity of coal on the Pacific side, the total amount of the sale being $712,000, and for services performed by Mr. Benson in the prosecution of certain claims before the Committee on Mexican Claims, in which it is alleged Mr. Law promised to pay Mr. Benson $10,000. Mr. B. had assigned his claim to plaintiff. Defendant denies his liability on the ground that Mr. Benson voluntarily performed the services for which payment is claimed, in order to secure defendant's influence for the establishment of a line of steamers between San Francisco and China. The case here occupied two days, and Mr. Benson's examination is not yet terminated.

COURT OF GENERAL SESSIONS—May 8—Before the RECORDER.

The trial of Wm. Rendean, keeping a store at the corner of Mott and Houston streets, for feloniously receiving stolen goods, was resumed at the opening of Court. Several witnesses were examined, but the case was not concluded when the Court arose for the day.

Thomas Franklin, alias Wells, indicted with the notorious burglar, Thomas Thompson, for entering the store of Merchant & Co., corner of Broadway and Reade street, pleaded guilty, and was remanded for sentence. The Court then adjourned.

COURT CALENDAR—THIS DAY.

SUPREME COURT—CIRCUIT.—Nos. 313, 1781, 1784 to 1789, 1791 to 1794, 1796 to 1807, 1809 to 1825, 1829 to 1835, 1837, 1839 to 1901, 1903, 1904, 1907 to 1931, 1933 to 1995, 1997 to 2030, 2032, 2035 to 2054, 2120 to 2430.

SUPERIOR COURT.—Nos. 252, 449, 450, 530, 547, 155, 67, 408, 509, 575, 576, 577, 582, 585, 586, 588, 321, 390, 538, 569, 514, 229, 239, 426, 525, 526, 512, 513, 244, 508, 591, 595, 596, 599, 600, 494, 194.

COURT OF COMMON PLEAS—Part I.—Nos. 158, 539, 561, 558, 566, 568, 572, 573, 574, 576, 581, 582, 583, 584. Part II.—Nos. 423, 424, 31, 447, 570, 579, 580, 585, 588, 589, 590, 514, 327, 591, 592.

BIRTH.

PURDY—On Wednesday, May 7, the wife of Isaac L. Purdy, of Tarrytown, N. Y., of a daughter.

MARRIED.

BIRCKHEAD—STIMBRENNER—In Philadelphia, on Tuesday, May 6, at St. Andrew's Church, by the Rev. Dr. Stevens, Harriet F., daughter of the late F. W. Stimbrenner, esq., of New-York, to P. Hoffman Birckhead of Toledo, Ohio.

DIXON—WILSON—On Wednesday evening, May 7, by the Rev. Wm. Spelman, William T. Dixon to Miss Matilda A. L. Wilson, both of this city.

ELIOT—STONE—In Boston on Wednesday, May 7, at Trinity Church, by the Right Rev. Manton Eastburn, D. D., Ellsworth Eliot, M. D., to Anna Stone, both of this city.

HUBBARD—KING—At New York, on board the steamer Granite State, Capt. Joseph King, Commander, on Wednesday, May 7, by the Rev. James Kinnburn, George S. Hubbard of Portland, Conn., to Isabella M. King of Jacksonville, Ill.

LEMARE—PRICE—At Hackney, near London, England, on Thursday, April 10, by the Rev. Mr. Davis, Joseph LeMare of that place, to Mary Susan Kate, daughter of David E. Price, deceased, of Brooklyn, and grand-daughter of E. A. Kute of Newark.

VEHSLAGE—KNOUSE—On Tuesday evening, May 6, in the Reformed Dutch Church of Manhattan, by the Rev. E. W. Collier, John H. B. Vehslage to Lucilia J., daughter of the Rev. Charles Knouse.

WILMERDING—ROSS—At Hartford, on Wednesday, April 23, by the Rt. Rev. Bishop Brownell, Charles W. Wilmerding of this city, to Harriet B., daughter of the late Dr. Jam B. Ross, of the former place.

DIED.

AUSTIN—On Monday, April 21, at Ravenswood Plantation, Concordia Parish, La., Wm. Austin of Boston, Mass., aged 79 years.

BECHER—On Wednesday, May 7, after a short illness, John D. Becher, aged 58 years, 7 months and 21 days.

BENNET—In Brooklyn, on Thursday evening, May 8, at 8½ o'clock, Elizabeth Martin, wife of Mr. William Bennet, bookkeeper, New York, late of Edinburgh, Scotland, and daughter of the late Mr. Alexander Martin of Brooklyn, and formerly of Cupar, Fife, Scotland.

A loving wife, a fond mother, and a virtuous woman has gone to rest.

Could you but see that happy shore,
Where perfect bliss I find,
You'd weep—not that I have gone before,
But that you're left behind.

BRUNSWICK—On board the brig General Taylor, on Sunday, April 6, off the Islands Arcadine, Bay of Gonaive, West Indies, Edwin H. Brunswick, second officer, aged 29 years, son of Prof. H. Brunswick of this city.

CREVEY—At Williamsburgh, on Tuesday, May 6, of consumption, aged 40 years, Margaret Englehaupt, relict of the late Andrew Crevey, County of Mayo, Ireland.

CROWELL—At Williamsburgh, of consumption, on Thursday morning, May 8, at the residence of her uncle, Mr. H. K. Ripley, Miss H. Matilda Crowell, daughter of the late Capt. Reuben Crowell.

The relatives and friends of the family are invited to attend the funeral on Sabbath afternoon, May 11, at ½ o'clock, p. m., from the residence of Mr. Ripley, No. 1 South Fourth street.

DIERS—On Tuesday evening, May 6, of inflammation of the lungs, Peter Nicholas Diers, aged 29 years and 7 days.

DUVAL—At Brooklyn, on Tuesday, May 5, of consumption, Mrs. Elizabeth Duval, in the 36th year of her age.

DUFFY—On Wednesday, May 7, John Duffy, aged 6 years the 19th of June next, daughter of John and Maria Duffy.

FERRIS—On Thursday morning, May 8, Catharine Morgan, eldest daughter of Nathaniel Ferris.

The relatives and friends of the family are respectfully invited to attend the funeral from the residence of her father, No. 18 Pike street, without further invitation, on Saturday, May 10, at 2 o'clock, p. m.

FRENCH—On Tuesday, May 6, Maria E. French, at No. 356 Twelfth street.

The remains were interred in the Cemetery of the Evergreens.

FLANAGAN—On Tuesday, May 6, Martin Flanagan, aged 42 years.

GARVEY—On Wednesday, May 7, Patrick Garvey, aged 27 years, 1 month and 21 days.

GRAFTON—In Brooklyn, on Tuesday, May 6, suddenly, Richard Cecil, youngest son of the late Capt. Henry Grafton, U. S. A., aged 8 years.

GROGAN—On Wednesday, May 7, Mrs. Ellen Grogan, aged 70 years.

JACKSON—In Brooklyn, on Wednesday morning, May 7, after a long and protracted illness, Mrs. Sophia Jackson, widow of the late J. D. Jackson, aged 81 years and 11 months.

JOHNSON—At Randolph, Vt., on Thursday, May 1, at her father's residence, Amelia S., wife of the Rev. J. E. Johnson, of Sheldon, Vt., and daughter of Lorin Griswold, esq., aged 25 years.

LOMBARD—At Hartford, Conn., on Monday, May 5, Daniel Lombard, at the advanced age of 87 years.

MAGNER—Mary Elizabeth Magner daughter of Thomas and Mary Elizabeth Magner.

MERCER—On Tuesday, May 6, of congestion of the brain, Edward Henry Early, youngest son of Edward H. and Lois Mercer, aged 6 years and 11 months.

NEVILLE—On Wednesday morning, May 7, Bridget, wife of Robert Neville, in the 60th year of her age.

PARKER—On Wednesday, May 7, Mrs. Ann Parker, in the 70th year of her age.

ROBB—At Chicago, Mrs. Robb, formerly of Bergen, N. Y.

SHAW—On Thursday, May 8, after a short but severe illness, Samuel M., youngest son of James and Julia A. Shaw, in the 19th year of his age.

His friends and the friends of the family are respectfully invited to attend his funeral services on Saturday afternoon at ½ o'clock, at the residence of his father, No. 33 Vandam street, without further invitation. His remains will be taken to Greenburgh, Westchester County, for interment, on Sunday, the 11th inst.

SNOW—On Thursday, May 1, of consumption, Elizabeth M. Eldridge, wife of the Hon. John Snow, of Oneida, Madison County, N. Y., aged 28 years, 2 months and 17 days.

SWAN—On Wednesday, May 7, Mary Ann, the beloved daughter of Joseph and Catharine Swan, aged 7 years, 4 months and 15 days.

TICHENOR—At Newark, N. J., on Monday, May 5, Margaret wife of Daniel S. Tichenor, aged 44 years.

COMMERCIAL MATTERS.

Sales at the Stock Exchange....MAY 8.

500 Indiana State 5s	84	100 Erie Railroad	s3 58½
5,000 Virginia 6s	36¾	100 do	s10 56¾
2,000 City 5s, '70	85	100 do	b10 57
2,000 Erie Bonds of '75	94	25 do	c 56¾
9,000 Erie Convt. Bs., '71,	83	400 do	s60 56¾
1,000 Hud. Riv. 1st Mt. Bs.	98½	100 do	s60 57¼
1,000 do	100	100 do	s60 57
11,000 Ill. Cen. RR. Bonds	87	200 do	b60 57½
12,000 do	87½	100 do	57
17,000 do	87½	600 do	c 57
1,000 Ill. Free. Ben. w. p.	92	50 do	s3 57½
25 Home Ins. Co	112	200 do	s3 57½
50 Bank of Commerce	103	100 do	s30 57½
5 Bank of North America	146½	200 do	s60 57½
10 Metropolitan Bank	110	100 Harlem Railroad	s3 17½
125 Nicar. Trans. Co	19½	5 Ohio & R. Ind. R.R.	99
200 do	c 19½	1250 Reading Railroad	s1 90
100 Cumb'd Coal Co	s50 22	200 do	89½
1100 do	c 21½	100 do	c 89½
600 do	b60 21½	100 do	s30 89½
225 N. Y. Central R. R.	s3 91	100 do	b3 89½
50 do	91	100 Mich. Central R.R.	s60 95
100 do	s30 91	100 M. So. & N. In. R. R.	s30 95½
40 do	b7 91½	12 do	95
400 do	s90 91	200 do	c 95½
100 do	b60 92	200 do	s60 95
100 do	b20 91½	250 Cleve. & Toledo	b15 74½
100 do	91½	50 do	s5 75
100 do	s4m 91	200 do	b10 75
116 do	91½	200 do	b15 75
10 Galena & Chicago R.R.	111½	400 do	b60 75
15 do	111½	100 do	b10 74½
24 do	112	50 do	b 90 74
150 Panama Railroad	b60 104	100 do	b30 75
50 do	c 105	600 do	74½
50 do	s30 105	100 do	74½
18 Milw. & Miss. R.R.	83	200 do	s3 74½
100 New-Jersey Railroad	122	38 Cleve. C. & Cin. R.R.	102½

SECOND BOARD.

5,000 Missouri 6s	84	2 0 Reading Railroad	89½
20 N. Y. Central R.R.	91½	200 do	s10 89½
50 do	s10 91½	200 do	b10 89½
250 Erie Railroad	57	100 do	b10 90
150 do	s20 57	100 do	s60 89½
100 do	s30 57	600 do	s 89½
200 do	57	50 Cleveland & Toledo R.R.	74½
100 do	2d 57	50 do	b30 74½
100 do	s60 57	350 do	74½
50 do	s3 57	200 do	b30 74½
100 do	b10 57	100 do	b30 75
100 do	b60 57	100 do	s30 75½
60 Harlem Railroad	s3 17½	1 0 Gal. & Chicago R.R.	b60 112
50 Michigan Central R.R.	98½	270 do	111½
10 Ill. Central Railroad	c 100	150 do	b30 111½
50 Mich. So. & N. In. R.R.	95	40 Chi. & R. Island Rail'd	91

THURSDAY, May 8—P. M.

There was quite an active Stock market to-day, but the tendency of prices was irregular. The changes in no case were very important, but the fluctuations were frequent and the market at the close heavy. The increasing ease in the money market had a favorable influence upon the market which the paragraph in the foreign news in regard to Crampton neutralized to some extent. There appears to be rather more disposition to speculate among outsiders, but the brokers generally complain of stagnation of business. Erie opened at 56¾, touched 57¼ and closed offered at 57. The immense receipts of this road have induced many outside purchases and make it one of the strongest stocks on the list. *The Commercial Advertiser* confirms our statement of receipts, which we wrote $63,000 per day and not $623,000, as printed yesterday in the following paragraph:

We learn from good authority that the income of the Erie Railroad, during the past six days, has exceeded *two hundred thousand dollars*.

Reading is 89½@89¾, and rather firm. New-York Central improved ¼ ⅌ cent, selling at 91¼. Panama is firm at 103½@103¾, which is better. The last boat went out full and the Company are confident that the transit of the Isthmus is as safe as before the Panama outbreak. Nicaragua is quiet at 13¼. In Western Shares the business is to considerable extent and generally at full prices. The most active stock was Cleveland and Toledo, of which some 4,000 shares were sold, opening at 75¼ and closing offered at 74¼. The stock is quite plenty, the late rise to 85 having brought large amounts of the stock into the street. Galena sold at 111; Michigan Southern improved to 95¼; Michigan Central, 95¼; Illinois Central sold privately at par. The receipts for April are about $190,000. Chicago and Rock Island was firm at 91¼. In Railroad Bonds there was a moderate business at full prices. Illinois Central improved to 87¼, which is ¾ ⅌ cent better; Hudson River 1st Mortgage, par; Erie, 1871, 83; 1875, 90¾, &c. In State Stocks the transactions were quite small at rather lower prices.

In Exchange there is but little doing and rates are unchanged. Sterling, 8¼@9¼ ⅌ cent. Francs, 5.18¼@5.16¼.

The transactions at the Sub-Treasury were: Paid, $73,889 06; received, $90,164 50; balance, $9,663,136 33; paid for Assay Office, $132,691 95; paid on disbursing checks, $57,752 50.

The business of the Clearing House amounted to $26,073,000.

The Money market is again easier on call, and loans were obtained to-day with more facility than for a fortnight. There is still, however, an active demand for temporary accommodations. The banks continue to contract for the reasons we have before stated. Those that have called in their call loans are now reducing to some extent their discount line. The contraction, however, does not appear to be felt as severely as it was for the last week or two. In the street the discount rates are 8@10 per cent for first-class paper. The large Stock houses appear to be sufficiently supplied with money.

The commercial advices from Europe by the North America and the Halifax steamer are favorable. The London money market was working easier. Cotton was very active and buoyant and Breadstuffs were also doing better. Consols were a little lower, being quoted at 93¼@93.

The trustees of the First mortgage Bonds of the Buffalo and New-York City Railroad, have issued a notice reminding the holders thereof of the necessity of proving the bonds and coupons on or before the 6th inst. at Buffalo.

Cotton and Breadstuffs have been stiffened in this market by the foreign advices, but the full effect of the news was not felt to-day.

Messrs. Drake & Bradford, Stock Brokers, have dissolved, and Mr. Drake has formed a new house for the transaction of a stock business, with Mr. G. A. Carter. Mr. Ed. B. Little has furnished $50,000 capital, as special partner.

Thompson's Bank Note Reporter quotes Land Warrants as follows. The supply is better, and the quotations are reduced 1c. ⅌ acre:

	Buying.	Selling.
40s	$1 16	$1 20
80s	1 92	1 94
80s	1 97	1 99
120s	1 92	1 94
160s	1 97	1 99

The earnings of the Milwaukee and Mississippi Railroad Company for the month of

April, 1856, are	$35,420 25
April, 1855, they were	33,008 83
Increase	$2,411 42

The earnings of the Michigan Southern Railroad for the fourth week of April were:

Passengers	$54,972
Freight	30,210
Total	$84,182

Making for the month over $300,000 against $246,000 last year—an increase of $55,000.

An adjourned meeting of the stockholders of the New-Haven Railroad in regard to the Schuyler fraud was held in Brewster's Hall, New-Haven, at 10 o'clock yesterday morning. About two hundred gentlemen were present. There did not appear to be as much excitement in regard to the matter as upon former meetings. At the hour designated J. R. Buckley, President of the Company, called the meeting to order and announced the business for which they were assembled. Mr. Abernethy, Secretary, read the minutes of the last meeting, which were duly approved, after which the same gentleman read an act passed at the last session of the Connecticut Legislature, authorizing and empowering the Board of Directors of the New-Haven Railroad Company, from and after the passage of the resolve [May 1855], in any such way and manner as they shall deem advisable and for the interests of said Company and the stockholders thereof, to adjust, settle, compromise and compound said claims and demands, made or which may be made upon said Company, growing out of said controversies, or in any wise connected with the fraudulent issues of certificates of said stock, and other fraudulent practices by Robert Schuyler, late President and Transfer Agent of said Company, any, all, or any part of the same, whether the same be in suit or otherwise; and for the purpose of such adjustment, settlement, or compromise, and to provide said Company with the means needed therefor in addition to the bonds which said Company are or shall be authorized to issue, said Directors are hereby fully authorized and empowered to increase the capital stock of said Company at any time thereafter, from time to time, as they shall deem expedient so to do, to an extent not exceeding $2,000,000, divided into shares of $100 each, in addition to the capital authorized by the charter of said Company, and issue the same in such way and manner and upon such terms and conditions as they shall deem expedient, provided that nothing herein contained shall be deemed or construed to give validity or effect to any pretended shares of the capital stock of said Company heretofore wrongfully created or transferred by any officer or agent of said Company, or other person pretending to act by its authority or to any certificate or certificates, entry or entries, illegally or fraudulently issued or made, of any such shares or pretended shares over and above the number limited by the charter of said Company and duly subscribed to the capital stock, and provided the act shall be accepted by the stockholders within one year from the date of its passage.

Mr. PHOENIX offered the following resolution:

Resolved, That the Resolve of the General Assembly of the State of Connecticut, authorizing the Directors of the New-York and New-Haven Railroad Company to increase its stock under certain restrictions, and for other purposes, passed at the May Session thereof in 1855, accepted by the Stockholders of this Company in pursuance of the provisions thereof, but the Directors of the Company are not to regard this acceptance as any intimation that they are expected to act under the said resolve until the question as to the liability of the Company upon the claims founded on the fraudulent stock shall be judicially determined.

Some little debate occurred upon the resolution as to whether it was qualified enough, but it was finally passed unanimously.

On motion the meeting adjourned, and immediately after the annual meeting of the stockholders was opened. The minutes of the last meeting were then read and approved; after which the Secretary proceeded to read the Annual Report of the Board of Directors from which we learn that the receipts and expenses for transportation from April 1, 1855, to April 1, 1856, have been

Passengers	$687,976 85	
Freight	152,347 49	
Mails, Express, &c	44,262 23—	$884,586 58
Transportation Expenses	179,419 71	
Repairs of Road	78,009 97	
Repairs of Equipment	108,095 03	
Fuel, Oil and Waste	125,566 83	
Insurance	49,874 49—	$545,429 73

Leaving a balance of net earnings amounting to $339,157 85, which has been appropriated as shown in the statement of cash receipts and expenditures. The road was operated for about 62 ⅌ cent. A decrease of about $22,000 from the amount of receipts for the preceding year is owing to the fact that the previous year's collections for mails and expresses were for eighteen months. The income from passengers and freight for the past year is somewhat larger than for the year preceding. On the other hand a reduction in the expenses of about $25,000 has been effected notwithstanding some $30,000 increase in the outlay for repairs and equipment. The net earnings exceed by only $3,000 those of the year ending April 1, 1855.

The legal and other expenses arising from the over issue of stock which are included in the "transportation expenses," considerably increase the current expenditures for the year being, for the past twelve months nearly $10,000.

The earnings of the past year, together with the balance of cash on hand April 1, 1855, have been disposed of as follows:

RECEIPTS.

Cash on hand April 1, 1855	$42,225 36	
Net earnings for the year	339,877 37	
Bonds of old issue, used at par in payment of "Norwalk Damages"	5,500 00—	$387,601 73

EXPENDITURES.

Interest on Bonds	$135,518 36	
Norwalk Damages	25,465 31	
Loss by Conn. Road	52,221 45	
Cocob Bridge	65,445 32	
Real Estate Mortgage	7,000 00	
Shop at New-Haven	4,086 15	
Interest	3,589 44	
Discount on M. Bonds	8,250 00	
Increase of Materials	20,172 32	
On Floating Debt of April 1, 1855	66,197 82	
Cash Balance on hand April 1st, 1856	21,441 71	$387,601 73

The balance of the discount on Mortgage Bonds, $89,000, was paid by increasing the issue of that amount, thus making, with the above payment in cash of $2,250, the sum represented in the "balance sheet" of $91,250.

The report further states that the Board of Directors, being actuated by a desire to bring the question of the liability of the Company for the frauds of Robert Schuyler to a speedy issue, requested the counsel of the Company to use all fair means to press forward the suit of the Mechanics' Bank in the Court of Appeals; they did so, and after repeated and persevering efforts, succeeded in bringing the suit to a hearing before that Court on the 5th of April last. They hope for a decision in the next June Term. Five suits of the Company on account of the Norwalk disaster are still pending.

After a few explanations as to some matters in the report, it was approved.

On motion, the meeting then proceeded to elect a Board of Directors for the ensuing year. The result was as follows