misleading claim, as an offset, a large antiquated amount for support of native children of emigrants..... 30,549 99

To this, taking into account the necessary expenses of the Winter above the amount of the very small income of the Winter months—in part already incurred and in part estimated—there should be added to show the actual financial state of the Commission:

Estimated amount of expenses for support of Institutions at Ward's Island and Marine Hospital for the months of January, February and March, 1857..... 57,000 00

During the period that the support of the Quarantine and Marine Hospital, and the relief of diseased or helpless alien emigrants have been intrusted to the Commissioners of Emigration, they have expended above $4,700,000, and to that amount at least relieved the state and counties from taxation. They have good reason to believe that the operation of their system has produced a large additional revenue in preventing pauperism, beside the benefit it has produced to the persons more immediately assisted or protected.

They have bought lands and erected buildings, &c., at a cost of $350,000, and the property thus acquired, partly from income, partly by means of loans on mortgage, is let at purposes similar to the uses for which it is now applied, worth more than the cost, and would sell, for military purposes, for a sum much above its indebtedness.

The distresses of Europe from 1849 to 1854 threw upon the Commission numbers of helpless emigrants, many of them diseased, who on paying commutation had a claim for relief for five years. In 1855 and 1856 as elsewhere fully stated, the emigration from Europe and the consequent income to the Commission fell off more than half, while it is only within a few months that the funds of the Commission have found the relief afforded by a better class of emigrants, and the improved efficiency of their institutions, which last advantage is in no small degree to be ascribed to the wise legislation of 1855 and 1856.

The Commissioners are directed by law to reimburse, so far as may be, the several counties, cities and towns for the expenses they may incur under our Poor Laws for the support of emigrants who have paid commutation or given bonds. This was done regularly till 1855. The whole amount thus paid (including the partial payments of 1856) was $533,000, varying in different years, but reaching sometimes above $125,000 in a single year.

In 1855, in consequence of the heavy expenses at the Hospitals, &c., at Ward's Island and Quarantine, under the immediate charge of the Commissioners, they found themselves under the alternative of either breaking up those establishments, in whole or in part, which would have exposed the whole State to danger beside imposing heavier burdens upon the Counties, or else of suspending in great part their reimbursements to the counties and towns. Under the imperious necessity of the case they reluctantly determined on the latter course. These payments were, therefore, suspended from January, 1855, to the present time, with the exception of one payment of 65 per cent on those bills from 1st January, 1855, to April, 1855, and another of 70 per cent from 1st January, 1856, to 1st July, 1856.

The Commission therefore, owes the counties $102,210 67 on bills audited and allowed up to 31st December, 1856, beside a considerable sum for bills not received at that date.

The Commission also owes, as above stated, $150,000 on mortgage contracted according to law, with the official approval of the Governor and State Officers, which debt was contracted for lands and buildings.

They owe, besides, another debt secured by a second mortgage, similarly approved, to the State and Leather Bank, in which bank, according to law, their accounts through the City Chamberlain are kept. This mortgage is to secure temporary advances made, or to be made, in the form of an overdraft. This debt was on the 1st January, 1857, $9,262 75, but at the present date it has increased to $16,057 25, and must continue to increase until the end of March.

Under these circumstances, the accounts of this Board for 1856 appear to them to warrant the well grounded confidence already expressed to the Legislature in a special communication, that if the Commission were relieved from its present floating debt and the immediate pressure of the county bills, they can without difficulty meet all future demands as they arise, as well in the counties as at this port.

The following abstract statement of the receipts and expenditures of the Commission Fund, including other small sources of income for 1856, will confirm these views. The several items of this account will be found in detail in the appendix to this Report.

Abstract Statement of Commutation Fund, 1856—Receipts.

Amount of commutation money received from owners and consignees of vessels for alien passengers	$286,612 00
Compromises of special bonds	9,650 97
Transfer of amount paid, under protest, in 1849	2,735 71
Penalties for violations of laws	565 31
Penalties for deaths on board emigrant vessels, under law of United States, during the passage from Europe	2,800 00
For kind cases to emigrants for transportation to interior	1,562 73
For support of illegitimate children	1,631 25
For board of emigrants at Ward's Island and in city	549 15
For wet nurses taken from Ward's Island	598 00
For support of well passengers at Marine Hospital	2,913 89
For sale of empty barrels, casks, boxes, rags, fat, &c., at Ward's Island	1,814 05
Do. do. at Marine Hospital	559 77
For sundries	247 46
Total	$311,241 34

Expenses.

Reimbursements to counties for support of emigrants	$13,498 97
Reimbursements to Institutions	16,528 07
Rent and expenses of Commissioners' Office	20,816 63
Rent and expenses of Intelligence Office and Labor Exchange	3,126 13
Expenses of Emigrant Depot, Castle Garden	5,065 10
Disbursements and expenses at Agency in Albany	3,112 77
Disbursements and expenses at Agency in Buffalo	3,511 22
Disbursements and expenses at Agency in Utica	2,384 0
Consumption of stores and supplies by laborers while quarantined discharging infected ships	1,642 34
Expenses of Emigrant Refuge and Hospital	109,721 16
Expenses of Marine Hospital	36,017 24
Board and lodging of emigrants in City of New-York	3,157 31
Temporary relief to emigrants in City of New-York	166 25
Forwarding emigrants to interior	3,862 37
Interest on bond and mortgage and overdrafts	17,440 41
Steamboat hire to Ward's Island and Marine Hospital	7,650 00
Interments from Ward's Island and city	1,085 50
Insurance on buildings at Ward's Island and Marine Hospital	1,862 14
Unclassified expenses, Ward's Island, &c	12,398 81
Unclassified expenses, Marine Hospital	799 40
Total disbursements	$257,409 02
Add overdraft on Mechanics' Bank, Jan. 1, 1856	63,008 07
Total	$320,417 09
Receipts	311,241 34
Overdraft on Bank, January 1, 1857	$9,202 75

In conclusion, the Commissioners ask for an appropriation of $150,000 to enable them to repay the county advances and extinguish all other floating liabilities to the 1st of April next, thus enabling them to enter free from incumbrances upon their present system.

They also feel it their duty to add that, from all the information they have been able to obtain from sources entitled to high authority, that they look with much apprehension to the probability of danger from yellow fever next Summer at this port, and in view of this probability ask for a contingent additional appropriation of $50,000, to be made payable only on the order of the Governor, in time of danger from pestilential disease.

The appropriation of a sum required for the present wants of the Commission, would be no more than a reappropriation to its proper original object of moneys erroneously applied to other purposes.

G. C. VERPLANCK, JOHN P. CUMMING,
ANDREW CARRIGAN, E. D. MORGAN,
CYRUS CURTISS, RUDOLPH GARRIGUE,
ELIJAH F. PURDY, WILSON G. HUNT.

BOARD OF ALDERMEN.

THURSDAY, March 5.—Ald. MONEGHAN, in the absence of the President, was called to the Chair.

The Twenty-third street Ferry.—A petition was received from Gideon Lee Knapp, asking for a reasonable time for the completion of the necessary repairs now in progress at the Twenty-third street Ferry. On motion, the Ferry Company was given to the 15th of April.

The Post-Office Location.—A petition was received from merchants and others, recommending that the portion of the Park formed by the angle made by Broadway and Park place as an eligible site for the proposed new Post Office, the Government having refused to accept the Brick Church property, on account of its title. Referred to a Special Committee of Five.

The Proposed New Avenue.—Ald. Wilson, Chairman of the Special Committee on the opening of a new avenue for the relief of Broadway, presented the Report of the Committee on the subject. The Report, after dwelling on the urgent necessity for relieving Broadway, the rapid growth of the city, &c., says:

"The Committee, therefore, recommend that Greene street be widened on the westerly side a sufficient distance to make it 75 feet wide, and that as so widened it be extended in a direct line from Eighth to Fourteenth street; and that Church street, from Fulton street to Lispenard street, be widened in the westerly side a sufficient distance to make it 75 feet wide, and that from Lispenard street to Canal street be widened on both sides to the full width of 75 feet, and so that the easterly side of the street as widened shall conform to a line drawn from the northeasterly corner of Church and Lispenard streets, to the northeasterly corner of Green and Canal streets; that Church street be extended, as so widened, in a direct line to Courtlandt street, and that from Courtlandt to Liberty street it be extended to the full width of 75 feet, and in such a manner that the easterly line of said extension shall conform to a line drawn from a point on the northerly side of Courtlandt street, where it is intersected by the extension of the easterly line of Church street to a point on the northerly side of Liberty street, where it is intersected by the extension by the easterly line of Trinity place; and that Trinity place be widened on the westerly side to a sufficient width to make it 75 feet wide; and that it be extended as so widened, in a direct line to Battery place, thus forming a direct avenue 75 feet in width from Union square to Battery place."

This was ordered printed, and laid on the table. The Board adjourned to Monday.

CHAMBER OF COMMERCE.

The regular monthly meeting of the Chamber was held yesterday, P. PERIT, esq., presiding.

Messrs. Robert H. Lowrie and Edward Corning were elected members, and Mr. J. Sturges to the Committee on Arbitration.

Mr. M. Maury moved to call up his resolutions on the expediency of erecting an astronomical and meteorological observatory in New-York. The subject was referred to a Committee, consisting of Messrs M. Maury, J. P. Phœnix, L. Beerworth, R. L. Taylor, R. C. Goodhue.

The PRESIDENT said he had received from the citizens of Oswego a copy of a remonstrance to the Legislature against the proposed change in canal tolls on the Oswego Canal in favor of Buffalo. He thought such a change would seriously impair our commercial relations with Canada, as well as operate to the detriment of our interests generally.

The subject was moved to be referred to a Committee of five.

Mr. M. H. GRINNELL hoped the Committee would be instructed to prepare a memorial adverse to the proposed change. The alteration in view was a proposal to make the tolls on the canal to Buffalo the same as those to Oswego, 120 miles nearer to the lake, instead of pro rata as heretofore. He thought the change was a great injustice to Oswego, as well as to the whole State.

Some discussion ensued as to the propriety of the Committee drawing up and forwarding direct to Albany a remonstrance against the change; but it was finally decided that the Committee should first report to the Chamber.

The following gentlemen Messrs. Phœnix, Barstow, Lowe, Stone and Griffin, were appointed the Committee.

A Committee was appointed to secure a permanent location for the Chamber.

Removal of Quarantine.—Mr. MOSES H. GRINNELL stated that the Committee appointed to further the establishment of a branch Quarantine for yellow fever at Sandy Hook or in the Lower Bay, had presented the memorial of the Chamber, signed by over 4,000 merchants and citizens, to the Legislature, but that august body had treated it with the coarsest indifference. It appeared that the Legislature regarded this project as only another way of defeating the whole subject of Quarantine reform; while he called the Chamber to witness that as soon as a suitable site was fixed upon they were in favor of the total removal of the establishment to a place more remote from the city. In their simplicity the country legislators regarded small pox, ship fever and cholera as equally malignant with yellow fever; but they overlooked the fact that these diseases were always among us in most of the Wards of the city, to a greater or lesser extent, without creating panic or alarm, whereas the very rumor that yellow fever had made its appearance among us, was almost sufficient to half depopulate the city and make people of the country shun us as they would the plague. In his opinion, subjecting vessels from other ports to contact in Quarantine with yellow fever ships or ships from yellow fever ports was the hight of cruelty. The Legislature, seeing that their hasty action in repudiating the suggestions of New Yorkers on this momentous question had provoked a great deal of feeling, one branch had passed an amendment appropriating $50,000 for the establishment of a temporary yellow fever Quarantine in the Lower Bay, which would be ratified by the Senate. The Committee desired to have a further amendment made, rendering it obligatory upon all shipmasters from yellow fever ports to anchor at the branch Quarantine and imposing a fine of $500 upon every pilot who brings an infected ship, or a vessel from an infected port, above the South west Spit. All vessels coming from European or other healthy ports, to be brought up to the Staten Island Quarantine, as they have been for the last sixty years. The speaker went on to explain at considerable length the merits of the branch Quarantine, which may be summed up thus: It is necessary to the health of New-York and its vicinity that yellow fever should this year and hereafter be kept further from the city than it was in 1856; a permanent Quarantine can only be obtained should a site be procured after years of labor and a vast expenditure of money; this branch *must be* ready by the first of July next; during the mild months in which yellow fever prevails, ships may safely be anchored near the South west Spit and if no location on land can be procured, a temporary floating hospital would answer every needful purpose. When the Governor, Lieut. Governor, Attorney-General and other Commissioners shall have selected a permanent site to which to remove the Quarantine altogether, he was sure the merchants would unanimously favor the removal. Until then this branch institution was imperatively called for.

The Chamber unanimously adopted the following resolution:

Resolved, That in the judgment of this Chamber a Branch Quarantine for Yellow Fever only should be established and located at Sandy Hook or in the Lower Bay for the coming Summer months.

The following Committee was appointed to give the British Minister to this country a fitting reception on his arrival: M. H. Grinnell, J. C. Greene, Royal Phelps, A. A. Lowe, J. D. Jones, E. E. Morgan, J. De Peyster Ogden, W. B. Duncan, Thomas Tileston, J. G. King, to which were added the President and Secretary.

The Committee on Post Office were instructed to favor the retention of the present site, and the Chamber adjourned.

MARINE AFFAIRS.

RETURN OF THE PARTY IN SEARCH OF THE LOST RELIEF SCHOONER.

The volunteer expedition in search of the wreck of the relief schooner Sarah S. Bird, returned to this city on Wednesday night. We have received the following account of the events of the trip from one of the gentlemen on board:

We left New-York in the schooner Margaret Ann Lake, at 12:30 o'clock on Saturday night last, to ascertain the fate of the missing relief schooner Sarah S. Bird, and, if possible, recover some relics of her. A volunteer crew of seven men, viz: James H. Perry, Engineer of the New-York Board of Underwriters; Capt. John Ferris, Capt. D. Bedell, E. B. Nostrand, E. Parker, Thomas Coote, and R. Morris, composed the expedition. On Sunday, the wind was variable from N. E. to S. W. Passed a fleet of coasters bound to New-York. Spoke pilot boat Mary Catharine, No. 6. She reported seeing a spar with sails and rigging attached, with the letters "S. S. B." painted above the keel about 15 miles S. E. of Barnegat on Feb. 27. Also saw a bark with fore and aft topgallant masts gone, and with a list to the starboard of three or four strooks. The weather looking squally we put into Barnegat Bay for a harbor for the night, and anchored at 5 p. m. At 7 p. m., sharp lightning from the N. E.; at 1 a. m. Monday, the wind came out from the N. E. a perfect gale; at 2 o'clock the schooner dragged her anchors, and went ashore on the minor bar, off the light-house; at 2½ o'clock the schooner Alabama dragged foul of us, receiving considerable damage to herself and also injuring us in getting clear. At 3 p. m. the wrecking schooner Isadora came foul of us, carrying away her rail fore and aft, also the chainplates of her main rigging. The gale continued until Monday night from the north-west, the sea breaking over us constantly and heavily icing us both vessel and rigging. On Tuesday morning, at low tide, there being only one foot of water around the schooner, we concluded to leave her in charge of her Captain and crew, and go to New-York. We were landed on the north beach of Barnegat by the Captain and crew of the Isadora in their surf boat, to walk to Squan, 25 miles distant. After walking 20 miles, came to a house on the beach, where we were enabled to obtain dinner and a conveyance to Squan. While walking along the beach, about five miles north of Barnegat, we saw a schooner's deck which had obviously been on shore but a short time. It was painted yellow, and appeared to be new. Being broken in two about the main hatch, we inferred that the schooner must have been in collision and sunk. Left Squan on Wednesday morning, and reached New-York at 7 p. m.

NEW-JERSEY ITEMS.

THE ELIZABETH MYSTERY.—Dr. Gunn, of New-York, publishes a card in *The Elizabeth Journal*, in relation to the young lady who was recently placed in the Connecticut Insane Asylum, under circumstances of mysterious secrecy and unnatural cruelty, in which he says she was placed there after a fair and thorough personal examination of her case by two physicians, who have been engaged in the practice of their profession over 25 years, and at the recommendation of another, to whom her case was candidly and impartially stated, who for ten years presided over one of the largest Institutions for the Insane in our country. The evidences of her insanity, he says, were positive and unequivocal, and unnatural cruelty would have been evinced in her relatives had they failed to adopt the only course which it is the unanimous opinion of well-informed medical men is calculated to restore her to her reason and to her position in society. Another correspondent, Mr. Hastings, says three physicians agreed in saying she was insane, and that in all probability her case would have been more hopeful if she had been sent to an asylum three or four years since, and that such an institution was the best place for her now.

DR. KANE'S DOG.—The Arctic dog brought home by Dr. Kane has strayed away off in Allegany. He has become the property of James McArthur, timber dealer in Oramel. The recently intense cold weather has kept this large, black, shaggy animal in high spirits. When they take him into the forest among the timber-hewers, where he can do no harm, and remove his muzzle, he cuts all sorts of pranks, seeking the deepest drifts, and actually burying himself for delight; you can see the dry snow move, but no semblance of a dog, till on a sudden out he pops, giving his hairy fleece a tremendous shake, and away he runs for another dive. Mr. McArthur calls him "Es-ki-mo" (Esquimaux), not a very smooth name, but characteristic. To look "Esk" fair in the face, you see almost a likeness of a black bear, though his eyes are rather languid. His long, soft, shaggy covering is really equal in bulk to his body. When left to run at large in the village, he wears a muzzle to prevent his destroying the pigs and chickens.

[Newark Daily Advertiser, March 3.

COLLISION.—The down train from Hackettstown, with two locomotives, on the Morris and Essex Railroad on Tuesday morning ran off the track at Drakesville. Both engines were upset, and one was badly smashed. The engineer and fireman were both injured, the former quite seriously. The train narrowly escaped being hurled down a precipice of some 50 feet, the locomotive stopping within a few rods of the edge. The train was delayed several hours by the accident, an engine having to be brought from Hackettstown before it could proceed.

REMOVAL OF QUARANTINE.—The Common Council of Paterson passed a resolution recently for the removal of the Quarantine to Sandy Hook. Copies of the same are to be sent to the Legislature.

BROOKLYN ITEMS.

THE COURTS.—Court of Oyer and Terminer.—Before Judge Strong and Justices Emmons and Schoonmaker.

The Court assembled yesterday morning and proceeded to impanel the following Grand Jury: David S. Baylis, Foreman, P. Kelly, Henry D. Freeman, Lewis N. Baldwin, Israel B. Blake, Robert Van Horne, James Buckley, Thomas Greene, Aaron Storey, Cornelius S. Snyder, J. W. Pettingham, Robert Stowell, John J. Hicks, William Hearne, Permenas Johnson, Lyman Mason, Jesse Dorsey, Fleming Dunham.

The Court then proceeded to charge the Grand Jury in accordance with the statute. In reference to Attorneys he charged them specially, as he was informed that of late there had been quite a number of compositors in the county.

In reference to the Penitentiary law, he said that he was required by statute to charge upon that question. The Supreme Court in the State—the Court of appeals—had declared the law to be unconstitutional, inasmuch as it, in the first place, tended to destroy the right of sale of property, as long as an article was received by the penitentiary authorities, no statutory provision could take it away, and therefore the law prohibiting the sale of such property could not be held. Another objection to the law was that it took away the constitutional rights of parties to a trial by Jury, as far as it was expounded before the act passed.

He also held that the law had been declared unconstitutional, it was the opinion of the courts that the old license law became repealed by the passage of the prohibitory law, and that, therefore, there was at the present time no enactment against the traffic in liquor. However much this was to be regretted, it was nevertheless true, and therefore the Grand Jury could have no cognizance of offences committed under this former act.

The Grand Jury then retired to their labors, and the regular business of the Circuit was proceeded with.

GENERAL TERM.—DECISIONS.—Wednesday, March 5, 1857.—Judge Strong presiding, and Justices Birdseye and Emott. The following decisions were rendered in General Term on Wednesday:

The People ex rel. Henry Demarest respondent, agt. George Law et al., appellants.—Order affirmed, with $10 costs.

Zachariah Jaques et al., respondent, agt. G. B. Arrowsmith and another, respondents.—Order affirmed, with $10 costs.

Wm. H. Hicks and another, respondents, agt. Abner Smith and another, appellants.—Order affirmed, with $10 costs.

James M. Rankin, appellant, agt. Geo. W. Pine, respondent.—Motion to dismiss appeal denied, without costs.

Chas. Delhasse agt. Thos. H. and John Brainerd.—Motion to dismiss appeal denied, with $10 costs.

Henry G. Harrison, appellant, agt. Engelbert Lott, respondent.—Order appealed from reversed, with $10 costs.

John R. Vanderbilt, respondent, agt. Anthony J. Bleecker, appellant.—Order appealed from affirmed with $10 costs.

Wm. T. Mills agt. Wm. Van Voorhies.—Motion for rehearing denied without costs.

Aaron Turner and others, respondents, agt. John A. Kip impleaded, &c., appellant.—The appellant, John A. Kip, should recover costs against the plaintiffs. The costs, since the appeal to the General Term, to be taxed allowed by the code of procedure; those before the appeal to be taxed according to the fee bill in force prior to July, 1848. Judge Emott dissenting and holding that the costs since July, 1850, should be taxed according to the code.

Jesse A. Marshall vs. Samuel Smith, wife and others—Order appealed from affirmed, except that the costs awarded by the special term against Downing should be paid out of the funds. Neither party to have costs of this appeal.

George Griswold and John C. Green, respondents, vs. Isaac V. Fowler and others, Peter Cozzens, appellant—Order affirmed, with $10 costs. The General Term then adjourned without day.

BURGLARY.—The store of Walter Bess, No. 313 Fulton street, was broken open on Wednesday night by two burglars, who were proceeding to pack up the goods, when they were discovered by private watchmen. Post on that beat. He endeavored to secure them, but they carried timely notice from their accomplices, which enabled their escape. One of the burglars was a white man and the other a negro. Had it not been for the timely appearance of the officer, the burglars would undoubtedly have escaped with their booty.

CIRCUIT COURT CALENDER FOR THIS DAY.—6, 7, 16, 15, 17, 18, 19, 21, 22, 23, 24, 25, 27, 29, 30.

LAW INTELLIGENCE.

SUPREME COURT—SPECIAL TERM—MARCH 4.—Before Judge PERSHINE.

Seth H. Britton agt. Robert M. Jones.

The motion to refer this case is granted, and the case referred to Theo. Sedgwick. The motion to substitute as plaintiff the assignee of the present plaintiff is granted also.

Plaintiff, however, must stipulate, as asked by defendant, that the defendant may have the same rights against him in a discovery of books, papers, or other evidence, as if the substitution had not been made.

No restraint will be imposed on either party excluding the present plaintiff as a witness. Our present system favors the admission of witnesses who have waived the claim to which they are called to testify, and the competency of the present plaintiff must be left where the law leaves it.

Henry B. Sears agt. The Cohoes and Elmira Railroad Co.

Motion for an injunction in this case, pending appeal from order dissolving injunction heretofore granted, denied with costs.

Before Judge DAVIES.

Alexander Spaulding agt. Gabriel Furman et al.

Motion for attachment granted.

B. F. Westcott et al. agt. J. Cromwell et al.

Motion denied, with $5 costs.

COURT OF COMMON PLEAS—SPECIAL TERM—March 4.—Before Judge DALY.

Harry Larsen agt. Ole Bull.

Motion denied, with $5 costs to defendant, to abide event.

Philip Brosh agt. Adam Knobbi.

Motion denied, without costs.

Nicholas Hotz agt. George Fassel.

Motion denied without costs.

Isaac Mayer et al. agt. Ferdinand Leo.

Motion to dismiss complaint granted.

Thomas Dorlinson agt. John J. Michaels.

Referred to H. W. Robinson, Esq.

SUPERIOR COURT—SPECIAL TERM—MARCH 4.—Before Judge HOFFMAN.

James M. Smith, jr., agt. A. M. Pavenia.

Demurrer overruled, with liberty to answer, and without costs.

UNITED STATES DISTRICT COURT—MARCH 4.—Before Judge INGERSOLL.

DAMAGE BY COLLISION—DEMURRAGE.

John A. Harris et al. agt. The steamship Pomeranian.

The case came up on exceptions to the report of the Commissioner to whom it had been referred to compute the damages which the libelants were entitled to recover by reason of a collision between the schooner Mechanic and the steamship. The Commissioner, among other items, if damage, reported "for what the vessel would have chartered for 76 days, while undergoing repairs, at $47 50 per day, $2,090," to which the claimants excepted.

Held by the Court—That the rule in such cases is, that the libelant recover for the use of the vessel during the time necessary to make the repairs; and by the use of the vessel is meant what she would produce for chartering her in the business in which she had been usually employed.

That if after the necessary repairs are made the vessel is further detained and kept from her business, either by storms or other state of the weather, by ice or other obstructions in the harbor or river where she may be, or from any other cause not directly produced by the collision for such further detention, there can be no recovery.

That from the evidence in this case it does not appear what number of days were necessary for the repairs.

That if the amount allowed per day was what the vessel was worth with a full crew on board, and she did not have a full crew on board, then that amount is too large.

Referred back to Commissioner for an additional report.

For libelants—Messrs. Beer, Dean and Donohoe.

Before Judge BETTS.

SALVAGE—TOWAGE—PILOTAGE.

Daniel Lane et al. agt. The schooner Champion.

The schooner Champion, coming in collision with the brig Arcadian, was immediately abandoned by her crew, who went off to another vessel because the Arcadian had yellow fever on board. The Arcadian took the Champion in tow, and towed her toward New-York for about 23 hours, when she was fallen in with by libelants, who saw pilots and came to the Arcadian in answer to a signal for a pilot. They refused, however, to take charge of the two vessels for pilotage compensation, but put a pilot on board the Arcadian and were willing to take charge of the Champion by herself. The master of the Arcadian accordingly cast her off, and the libelants took charge of her. The weather was favorable and there were two of 20 boats, and they employed a steamship for $70 to tow her to the city, which was about 34 miles.

Held by the Court—That the services rendered by the libelants were not of a salvage character nor strictly towage nor pilotage, but partake of the three qualities and the authority of the Court to decompense maritime services is not limited to any special denomination or classification within which they may be arranged.

That when the schooner was cast off by the Arcadian she stood in respect to the libelants as if they first taken in with by them, requiring towage and nothing more.

That the libelants were not bound in their character as pilots to take charge of the Champion. They could render her no aid simply as pilots.

That a proper compensation for the labor, exposure and cost incurred by them is the foundation upon which their reward must be computed, and that $20 per hour is such proper compensation.

That they are also entitled to their regular pilotage. When a pilot is called to and undertakes the business of towage, he is not bound to become pilot also of the vessel relieved.

Decree for libelants for $550, with legal costs, pilotage and costs.

For libelant, Mr. Morton; for claimants, Messrs. W. and B. Cutting.

UNITED STATES COMMISSIONERS' OFFICE—MARCH 5.—Before G. F. BETTS.

In the matter of the extradition of Charles Carpentier et al.

The proceedings in this case went on before the Commissioner this morning. M. De Montholon's examination was resumed, and he was cross-examined at length by Mr. Busteed. No new facts were elicited. M. Goupilett, *chef de comptabilité* of the Northern Railway Company of France, was then placed on the stand, and answered about a dozen questions during the hour that remained. The examination was adjourned until Thursday noon.

KINGS COUNTY CIRCUIT COURT—Before Judge STRONG.

On Wednesday morning the case of A. C. Underhill agt. S. P. Townsend was tried before the Court. This case involves the title to certain lots of ground in the Wallabout, and is brought in consequence of an alleged violation of agreement on the part of defendant, whereby he agreed to the construction of a pier. The case has been tried before.

At a General Term of the Supreme Court of the State of New-York in and for the Second Judicial District, held at the City Hall in the City of Brooklyn, on the 27th day October, 1856—Present, Selah B. Strong, Lucius Birdseye, James E. Mott, Justices.

The rules adopted at the General Term for this district, Jan. 29, 1855, are hereby repealed, and the following rules are hereby adopted:

At each Circuit to be held after the 1st of January, 1857, in the County of Kings, and also in any other county in this district where the Circuit calendars shall contain more than 100 cases, upon the order of the Justice of such Circuit, a special Circuit calendar shall be made up of causes belonging to either of the two following classes, unless the trial is likely to occupy more than one hour:

1st. When the action is on contract and new matter is set up in the answer and there shall be reason to believe that a defense is made only for the purpose of delay, either party intending to make application to place any cause on such calendar shall give notice thereof to the opposite party at the time of noticing the cause of trial; and if the application should be founded on the belief that the defense is for delay, affidavits disclosing the grounds thereof must be served at least seven days before the Circuit. On the first day of the Circuit after the jurors shall have been impanelled and after hearing motions to correct the calendar, the calendar will be called through and motions to place causes upon the special Circuit calendar will be heard as the matters are called.

The cases and red to be placed on such special calendar will be arranged by the Clerk on such a calendar in the order of their dates of issue; and such calendar shall be taken up on Monday of the second week of the Circuit and proceeded with till all the causes thereon shall be tried, unless the Court shall, for convenience, alter the course of business. If any cause placed on such calendar shall actually occupy more than one hour on the trial, the Court in its discretion, may suspend the trial and either restore the cause to its place on the general calendar or order it to be put at the foot of the calendar.

When a cause shall be called for trial upon any Circuit calendar, if either party shall hand a copy for a postponement thereof, and the opposite party desire to have the cause referred for trial at Brooklyn, the Court will, except in special cases, make it one of the conditions of such postponement that the cause be so referred.

In pursuance of these orders, the following causes were placed on the calendar for Monday: Nos. 152, 221, 225, 248, 279, 280, 288; also, Michael H. Cushman and another agt. William Johnson and another. By order of the Court, made March 3. Issue joined April 14, 1856.

Calendar of Circuit Court for this day—Nos. 5, 6, 7, 10, 15, 17, 18, 19, 21, 22, 23, 24, 25, 27, 29.

TRAVELERS' GUIDE.

TIME OF R. R. TRAINS LEAVING NEW-YORK.

HUDSON RIVER ROAD.—[Depot foot Warren st. and W. Broadway.]
8:00 a. m.—Albany Express, Poughkeepsie and Troy Express.
9:45 a. m.—Freight and Way Passenger and Mail, chief stations.
11:15 a. m.—Through Express and Mail, chief stations.
12:00 m.—Poughkeepsie Freight and Passenger, all stations.
3:00 p. m.—Albany and Troy Express, chief stations.
4:00 p. m.—Albany Day Passenger, all stations.
4:45 p. m.—Poughkeepsie Passenger Train.
5:30 p. m.—Peekskill Way Passenger, all stations.
7:45 p. m.—Emigrant Train, chief stations to Albany.

HARLEM ROAD.—[Depot, corner of White and Center streets.]
8:15 a. m.—Mail and Way Stations beyond Williams Bridge.
4:30 p. m.—Milerton Train, White Plains and all stations beyond White Plains.
5:15 p. m.—Way Express for Albany, chief stations.
6:30 p. m.—Croton Falls Way Train, all stations.
Trains for Williams Bridge, 7 and 10 a. m.; 2:30, 4:30, and 6 p. m. (On Wednesday and Saturday also at 11:30 p. m.)
Trains for White Plains, 11:30 a. m.; 3:30, 5:30 and 6:15 p. m.

NEW HAVEN ROAD.—[Depot, Broadway and Canal street.]
7:00 a. m.—Accommodation Through, all stations.
8:00 a. m.—Boston Express, Stamford and Bridgeport only.
12:00 m.—Accommodation Through, all stations.
3:00 p. m.—Boston Express, Stamford, Norwalk, Bridgeport.
3:30 p. m.—Express and Accommodation Through, nearly all stations.
4:00 p. m.—Accommodation Through, all Time Table stations.
5:00 p. m.—Norwich Special, all stations to Norwich.
6:15 p. m.—Port Chester Special, all stations to Port Chester.

LONG ISLAND ROAD.—[Depot, South Ferry, Brooklyn.]
10:00 a. m.—Greenport Train, all stations through.
12:00 m.—Hempstead, all stations to Hempstead.
3:30 p. m.—Farmingdale, all stations to Farmingdale.
5:30 p. m.—Hempstead, all stations to Hempstead.
6:00 p. m.—Jamaica, all stations to Jamaica.
*The 3:45 p. m. Train on Saturday is extended to Yaphank, returning on Monday at 6:40 a. m., making all the stops.

ERIE ROAD.—[Depot, foot of Duane street, North River.]
5:30 a. m.—Chester Mail Train, all stations.
8:30 a. m.—Buffalo and Dunkirk Express, chief stations.
9:30 a. m.—Mail, all stations except four.
9:30 a. m.—Newburgh Express, all stations from Jersey City.
12:00 m.—Chicago Express, chief stations.
1:00 p. m.—Paterson Accommodation from Jersey City.
4:00 p. m.—Paterson Accommodation from Jersey City.
4:00 p. m.—Express to Paterson, Accommodation to Middletown.
4:30 p. m.—Night Express, all stations, Dunkirk, chief stations.
6:00 p. m.—Paterson Accommodation from Jersey City.
6:15 p. m.—Emigrant, nearly all stations.

NEW JERSEY ROAD.—[Depot, foot of Courtlandt street, N. R.]
8:00 a. m.—Mail and Express Through, principal stations.
11:30 a. m.—Mail and Express Through, principal stations.
12:00 m.—Accommodation Through, all stations.
3:00 p. m.—New Brunswick, all stations to New Brunswick.
4:00 p. m.—Mail and Express Through, principal stations.
5:00 p. m.—New Brunswick, all stations.
6:00 p. m.—Mail and Express Through, principal stations.
6:00 p. m.—New Brunswick, all stations.
Trains for Railway leave at 7:30, 10:15 a. m., 12 m., 2, 3:30, 4, 5, 6 p. m.
Trains for Newark leave nearly every half hour.

MORRIS AND ESSEX ROAD.—[Depot, foot of Courtlandt st., N. R.]
8:40 a. m.—Hackettstown Passenger, all Time Table stations.
11:30 a. m.—Orange and Milburn Accommodation, all stations.
3:30 p. m.—Hackettstown Passenger, all Time Table stations.
6:15 p. m.—Morristown Accommodation, all stations.

NEW JERSEY CENTRAL ROAD.—[Depot, Pier No. 1, North River.]
7:30 a. m.—To Easton and intermediate stations.
11:00 a. m.—Somerville, all stations. (By N. Jersey R. R. to Elizabeth City.)
3:30 p. m.—Easton, all stations.
5:00 p. m.—Somerville, all stations.

CAMDEN AND AMBOY ROAD.—[Depot, Pier No. 1, Battery.]
7:00 a. m.—Accommodation to Philadelphia, all stations.
10:00 a. m.—Express, through to Philadelphia, all stations.
2:00 p. m.—Express, through to Philadelphia, principal stations.
4:30 p. m.—Emigrant Through, all stations.
A Way steamboat to John Potter, Atlas and Transport, to Amboy.

CITY ITEMS.

THE BROADWAY THEATER.—On Tuesday evening was played at the Broadway Theater "Romeo and Juliet," with a cast so excellent as to make it worthy of a word of especial notice. The characters were distributed as follows: Romeo Madame Ponisi; Juliet, Lizzie Weston Davenport; The Nurse, Mrs. Blake; Mercutio, A. H. Davenport; and the minor parts were so well filled by the other persons of the Theater that the representations of the loves and hates of the Capulets and Montagues suffered no untimely marring at the hands of the lesser lights of the company. Madame Ponisi's Romeo is a performance which is creditable, though not remarkably striking. The mannerisms which are sometimes noticeable in her efforts are magnified when she puts off her femininity and assumes, so far as possible, the elocutionary characteristics of the other sex. A female Romeo is, at the best, an ungraceful companion to a sympathetic Juliet.

The feature of the play is decidedly the Juliet of Mrs. Lizzie Weston Davenport. This lady possesses to a most pleasing degree the requisites of fine face and form and attractive presence, which physical conditions must be present in the representative of the fair daughter of the Capulets, or the extravagant raptures of Romeo are unjustified and border on the ridiculous. Mrs. Davenport has evidently studied Juliet closely, and her readings of the text are carefully correct and she is never deficient in fire and animation. Indeed, the earlier scenes of the second act will bear taming down a little, for therein she displays that tendency to *declaim* the dialogue, which is almost always noticeable in young Juliets. The beautiful language of the part is a great temptation to this error; and it is undoubtedly difficult sometimes to resist the inducement of producing an oratorical "effect," even at the expense of naturalness. But, to come at the truthfulness of the matter, the low and gentle tones of the voice are decidedly more appropriate to lovers' conversations than any elaborate declamation. Aside from this one blemish the Juliet of Mrs. Davenport is a good performance, and one that gives proof of talents which, by cultivation and experience, will develop every day new excellences.

Mrs. Blake as the nurse was characteristically excellent, and her rendition of this part is too well known to need further recommendation.

Mr. A. H. Davenport, who played Mercutio for the first time, had caught the true spirit of the part, but was too buried, boisterous and demonstrative. The delicate beauties of the language which Mercutio often speaks, are so easily marred or lost entirely, that the nicest care is required on the part of the actor to avoid this unhappy consummation. Mr. Davenport can do, with a little care, much better. The play is to be repeated to-morrow night with the same cast.

VALEDICTORY MISSIONARY MEETING.—A meeting was held yesterday morning in the Laightstreet Hydropathic College Hall, to receive the parting address of Mr. Chamberlin of Mich., who, with his wife and children, and Miss Herd of New Jersey, who is a graduate of the Hydropathic College, are now on their way to Oregon to settle among the Indians in that Territory for the purpose of teaching them to read and write, and of training them in the paths of righteousness. They do not go out under the auspices of any society—the enterprise is entirely voluntary and is a sacrifice on the part of those engaged in it.

The meeting was addressed by Mr. John Beeson, an old settler in the Oregon Territory, now residing in New-York, and Mr. Chamberlin. Resolutions declaring sympathy with Mr. Chamberlin and the object of his mission were passed unanimously, as also recommending the formation of a National Association for the purpose of aiding the Aborigines of this continent in the maintenance