MARINE AFFAIRS.

TRIAL TRIP OF THE PEI HO.

The trial trip of the new steamer Pei Ho, or Daughter of the Ocean, was made yesterday morning at 9 o'clock, a large number of gentlemen being on board. She steamed out under the command of Capt. Mark L. Potter, and went, after she got over the Bar, at the rate of nearly 15 knots an hour. She returned to the city, having gone some sixteen miles beyond Sandy Hook, at 4½ o'clock. The Pei Ho is destined for the China coasting trade, and will sail on Saturday, the 23d inst., touching at the Cape de Vard Islands, the Cape of Good Hope and Singapore, on the voyage out. She will ply between Shanghae and Hong Kong. The keel of the Pei Ho was laid on the 15th July, 1858, and she was launched on the 27th November of the same year. Her builder is Thomas Collyer. Every plank was selected by Capt. Potter, under whose supervisionce she was built, and whose experience in China enabled him to understand what was necessary. She is built of live oak, locust and red cedar. Her dimensions are: length 230 feet, breadth 32 feet, depth of hole 16 feet, and she is about 1,200 tuns burden. Her two engines are oscillating, and are 700 horse-power (52-inch cylinder and 8 feet stroke). They are from the Morgan Iron Works. Her entire cost is about $200,000.

NAVAL.

An unfortunate accident occurred yesterday on board the United States steam frigate San Jacinto, which will interfere materially with the speedy completion of that vessel. As her boilers, which had been just finished and brought over by Messrs. Murphy, were being lowered into the hold, the chain attached to the derrick for holding it in its position, suddenly parted, though it is guaranteed to bear a strain of 125 tuns. One of the bottom sheets is badly broken, and needs overhauling. It was the horizontal boiler that was damaged, the Martin's patent having been successfully shipped. The boilers weigh 50 tuns each.

We have another letter from the Mediterranean squadron, which reports the steam frigate Wabash still at Leghorn on the 16th of March. She was thronged every day with visitors, and would leave for Naples in about ten days. The officers and crew of the flag-ship and of the Macedonian were well.

Sixty one carpenters have been recently discharged at the Brooklyn Navy Yard; fifty joiners follow today, and the "anvil chorus" of a whole batch of blacksmiths ceases on Monday.

FLORIDA WRECKERS ARRESTED FOR STEALING A KEG OF SPECIE.

The Key West *Key of the Gulf* of April 2 states that, on the 29th of March, a wrecking smack brought to that port from a wrecked vessel five kegs of specie, each containing about $5,000. During the night, after the arrival of the smack, one of the kegs was stolen, and dropped from a boat into the sea. Within two hours from the discovery of the loss of the specie it was found and recovered from the water, and three of the four men implicated (the fourth having in the mean time fled from the Key) were arrested and imprisoned. The specie was recovered by some turtle fishers. *The Key of the Gulf* alleges that some of the parties arrested were residents of Key West, and says that for more than twenty years no case similar to this has occurred. It claims that the wreckers are exactly honest in returning the property confided to them, and expresses much indignation that the fair name of the Key has been thus tarnished.

BROOKLYN ITEMS.

The Philharmonic Society of Brooklyn will give their last concert of the season this evening at the Athenæum.

THE WATER CELEBRATION.—Responses to invitations were received by the Water Committee yesterday from the Mayors of Oswego and Providence, from a number of clergymen, and several tradesmen and manufacturers were assigned positions in the line. The Harmonic and Philharmonic Societies of Brooklyn were to be invited to accompany the Ode to be sung on the occasion with music. Numerous poetical effusions have thus far been received. The Committee will probably decide upon a selection next week.

The firemen are making the necessary arrangements to decorate their apparatus, houses, &c., in anticipation of the celebration on the 27th inst.

FALL OF A BUILDING AT NEWTOWN CREEK.—About 5 o'clock yesterday morning, a large brick building, used as a storehouse for grain, belonging to Towers & Brother, situated on Newtown Creek, near Greenpoint avenue, fell with a tremendous crash, leaving only the rear wall standing. Fortunately, no person was injured, no one being in the building at the time. It was 60 feet by 40 feet, and 4½ stories high, built in the most substantial manner some few years since, and used solely as a storehouse for grain. At the time it fell there was upward of 15,000 bushels of grain stored there, but this weight did not probably cause its fall, as a much larger quantity has often before been stored there. The most probable cause of the disaster is that the rats had undermined some of the brick piles which supported the first floor, and these giving way, the whole structure came down. The building is so far destroyed that it will have to be rebuilt, and the grain is more or less damaged. The probable loss will not fall short of $10,000.

DROWNED MAN IDENTIFIED.—The body of the man found at Clinton Avenue Dock on Thursday, was yesterday identified as that of J. F. Prenton, salesman in the store of Gold, Allison & Co., No. 110 Duane street, New-York. The deceased resided in Williamsburgh with his parents, and it is supposed accidentally fell overboard from one of the Peck Slip Ferry boats on his return home. His name and place of business were ascertained from some bills and cards found in his pockets. His brother was informed of the fact, and came over and identified him. An inquest was held, and a verdict of found drowned was rendered. The remains were given in charge of the relatives of deceased.

KILLED BY FALLING FROM A BUILDING.—Yesterday afternoon, a laborer, employed on a building in Atlantic street, near Clinton, fell from a ladder while engaged in carrying bricks, and was fatally injured. He was promptly conveyed to the Long Island College Hospital, but died soon after his arrival. The name of deceased is Michael Flynn. Coroner Horton held an inquest on the body, and a verdict in accordance with the facts was rendered.

A LARGE HAUL.—A drover, from Boston, visited the circus now exhibiting opposite the City Hall, on Thursday night, when his watch-fob was cut out by some expert operator, by which means he was relieved of $1,500, mostly in $100 and $50 bills. The drover had previously exhibited his money, by offering to make a bet.

NEW READING-ROOMS.—The Young Men's Christian Association have removed their reading-room to the Brooklyn Institute, which place has been appropriately fitted up for the purpose. The place is easy of access, and in every way more desirable than the quarters formerly occupied by the Association.

THE BATTLE OF LEXINGTON.—The Lexington Association of the Order of United Americans are making arrangements to celebrate the anniversary of the battle of Lexington, on the 19th of April instant.

MILITARY.—The National Guys, Capt. Morgan, have provided themselves with the new uniform recently adopted by the 13th Regiment. They will have a full-dress drill at the armory on Thursday evening next.

OUT DOOR RELIEF FOR THE POOR.—During the past year ending March 1st, there were 7,610 persons relieved at the office of the Superintendent of the Poor for the Eastern District. Number of families relieved 1,923. Amount expended $6,933 31. About eight hundred tuns of coal were distributed.

COLLISION.—About 1 o'clock yesterday afternoon the schooner J. M. Warren of New Haven, ran into the ferry boat Nebraska, as the boat was entering her slip at the foot of South Seventh street, tearing away a small portion of the gentlemen's cabin, but doing no serious damage.

KINGS COUNTY CIRCUIT COURT CALENDAR—MONDAY, APRIL 18.—Nos. 3, 26, 44, 55, 69, 70, 71, 72, 16, 20, 109, 103, 104, 106, 107, 108, 112, 115, 116, 117, 118.

NEW-JERSEY ITEMS.

Capt. John D. Hager of Poughkeepsie, the plaintiff in the suit against Stevens, Stockton and others, decided against him by Judge Grier at Trenton on the 31st ult., has published an explanation in reply to certain erroneous statements respecting that decision, which were first put forth in the *Newark Daily Advertiser*. It seems that the plaintiff, who is a stockholder in the Napoleon Transportation Company, contends that the defendants, who are the Managers of that Company, have defrauded him, and he proposed to prove by showing that some of the account books of the Company are fraudulently kept. For this purpose he asked, on evidence which he produced, that the Court would order the books to be examined by a Master. Judge Grier refused to do this, and dismissed the complaint. Capt. Hager will carry the case before the Supreme Court at Washington.

A YOUNG BURGLAR.—Mike Foley, a newsboy, 12 years of age, who had broken into the publishing house of James Herrall, No. 12 Ann street, by wrenching off the padlock, was found asleep on the premises on Thursday night, and arrested. Justice Osborn subsequently committed him for examination.

MARRIED.

CARPENTER—CARPENTER—At Rye, Westchester County, N. Y., on Fifth day, the 14th of 4th month, by Friends' ceremony, George W. Carpenter of this city, to Priscilla H., daughter of Joseph Carpenter, jr., of the former place.

ELIAS—SIMPSON—On Wednesday, April 13, at No. 125 West Fourteenth street, by the Rev. Dr. Adler, Jacob Elias of Los Angeles, Cal., to Miss Cecelia Simpson of this city.

GREEN—MILLS—In Lawrenceville, Penn., on Wednesday, April 13, by the Rev. Sidney Mills of that place, Wm. Green, M. D., of Scranton, Penn., to Miss Kate H., daughter of the officiating clergyman.

MARLOR—LOPER—On Tuesday, April 12, at the South Baptist Church, by the Rev. John Bowling, D. D., assisted by the Rev. G. Alexander Peltz, Mr. Thomas S. Marlor to Miss Mary Frances E., eldest daughter of Charles S. Loper, esq., all of this city.

PALMER—STORY—At Bergen Point, on Thursday, April 14, by the Rev. Charles Parker, Walter B. Palmer and Mary E., eldest daughter of Rufus Story, esq.

ROBERTS—VAN WINKLE—On Wednesday, April 13, at Calvary Church, by the Rev. Dr. F. L. Hawks, Mr. Launcelot Roberts to Miss Adeline Van Winkle, both of this city.

SMITH—EAGLE—In this city, on Thursday, April 14, by the Rev. Geo. H. Houghton, Mr. Fitch W. Smith to Miss Isabel C. Eagle, daughter of Capt. Henry Eagle, U. S. N., all of this city.

UNDERWOOD—LUYSTER—In Trinity Church, New-York, on Thursday, April 14, by the Rev. Jesse Pound, Dr. George L. Underwood of Boston, Mass., to Miss Kate Luyster of Rossville, Staten Island.

DIED.

ACKERMAN—At Bergen Hights, N. J., on Wednesday, April 13, John J. Ackerman, aged 30 years.

BAUDOUINE—On Thursday, April 14, Charles A. Baudouine, jr., aged 21 years, eldest son of Charles A. Baudouine of Twenty third street.

The friends and acquaintances of the family are respectfully invited to attend his funeral from the Rev. Dr. Gillett's Church, in Twenty-third street, near the Fifth avenue, on Sunday afternoon next, at 3 o'clock precisely, without further invitation.

BAKER—In Brooklyn, on Friday, April 15, Mrs. Ellen Baker, in the 36th year of her age.

The relatives and friends of the family are respectfully invited to attend her funeral from her late residence, No. 247 Union street, on Sunday afternoon at 4 o'clock, without further invitation.

BAKER—Gone to the Spirit World, Eleanor Ann, wife of Henry O. Baker, in the 30th year of her age.

Her funeral will take place from her late residence, No. 545 Broome street, on Saturday, April 16, at 2 o'clock p. m.

BROMMERHOF—In this city, on Thursday morning, April 14, Margrethe C. Brummerhof, daughter of John and Margrethe Brummerhop, aged 3 months.

BROWN—In this city, on Thursday, April 14, Thomas Brown, in the 56th year of his age, after a long and severe illness.

DUNHAM—In Jersey City, on Thursday, April 14, at 8 o'clock a. m., after a short but severe illness, Jane, wife of James Dunham in the 50th year of her age.

The relatives and friends of the family, and those of her brother, Edward Hughes, also those of Samuel Hetherington, are respectfully requested to attend her funeral on Saturday, 16th inst., at 1 o'clock p. m., from her late residence, No. 93 Wayne street, Jersey City.

PARKHURST—The remains of Mr. Henry C. Parkhurst, only son of Mr. Stephen R. Parkhurst, who was lost in the steamer Princess, on the 27th of February last, having been recovered and brought to this city, will be interred on Monday next, the 18th inst., in West Bloomfield, N. J. The funeral service will take place at the Mount Prospect House, in the village, at 2 o'clock p. m. The friends of the family are requested to attend without further invitation. Cars leave New-York for West Bloomfield at 11½ o'clock a. m., from the foot of Courtlandt street, and return to New-York at 5:10 p. m.

McLAUGHLIN—In Brooklyn, on Thursday, April 14, John McLaughlin in the 78th year of his age.

McGRATH—In this city, on Wednesday afternoon, April 13, Peter McGrath, in the 72d year of his age.

SMITH—At No. 76 King street, on Thursday, April 14, Ebenezer, son of Helen and Ebenezer Smith, aged 7 months and 24 days.

TOPPAN—In this city, on Wednesday, April 13, of scarlet fever, Nellie, daughter of Charles B. and Abbie D. Toppan, aged 3 years, 11 months and 27 days.

WALTERS—On Friday, April 15, Sarah Walters, wife of Samuel D. Walters.

Funeral this day (Saturday) at 11½ a. m. The remains will be taken to Huntington, Long Island, for interment. The friends and relatives are invited to attend without further notice.

COMMERCIAL MATTERS.

Sales at the Stock Exchange....APRIL 15

1,000	United States 5s '65	102½	300	Harlem RR.	13½
1,000	United States 5s '74	104½	100	do.	b30 15
1,000	Ohio State 6s '76	109	200	Harlem RR. Pref.	42
2,000	Indiana State 5s	89	150	do.	41
2,000	do.	88½	100	do.	b10 41½
4,000	Tennessee 6s '90	95½	500	do.	b30 41½
3,000	Virginia 6s	99	600	do.	s60 41½
1,000	do.	98½	110	do.	b30 41½
3,000	do.	98½	250	do.	41
7,000	do.	99	100	do.	s60 41
7,000	Missouri State 6s	88	100	do.	s60 41½
5,000	do.	s15 88	100	do.	s10 41½
1,000	do.	88½	150	do.	b60 41½
2,000	N. Y. Cen. RR 6s	94	30	do.	41½
5,000	Erie RR. 1st M. Bs.	86	15	N. H. and Hart. RR	192
1,000	Erie RR. 4th M. Bs.	54½	220	Reading Railroad	50
1,000	Hud. Riv. 3d Mort.	76½	125	Mich. Gen. R.R.	63
2,000	Harlem 1st Mort.	95	100	do.	b10 53
4,000	Chic., St. Paul & F. du Lac L. Gt. Bonds	9	50	do.	53½
			200	do.	s30 53
1,000	Gal. & Ch. 2d M. B's	92	200	do.	s30 53
2,000	Ill. Freeland Bonds	94	150	do.	s60 54
2,000	L. C. & M. L. Gt Bs	17	250	do.	b60 55
5	Bank of Commerce	161½	250	do.	55½
50	Amer. Ex. Bank	s60 109½	100	do.	s60 55
10	Irving Bank	100	100	Mic. So. & N. In. R.	b10 13½
5	Nassau Bank	101	50	do.	13½
10	Corn Exchange Bank	101	450	Mic. So. & N. I. Gu. S.	49
57	Hanover Bank	89	100	do.	b60 40
50	Del & Hud. Canal Co.	96½	100	do.	s10 39½
100	Penn. Coal Co.	81	100	do.	s30 39½
10	do.	81½	200	do.	buwk 39½
200	Pacific M. S'ship Co.	88	90	Panama R.R.	121
50	do.	87½	50	do.	s15 121
100	do.	s60 88	20	Clev. Col. & Cin. RR.	96
50	do.	b60 88	100	Gal. & Chi. RR.	s10 64
50	do.	b30 88	200	do.	68½
200	N. Y. Cen. R. R.	b60 77½	100	do.	b10 68½
255	do.	77	100	Clev. & Tol. RR.	b60 26½
100	do.	s10 77	100	do.	26½
100	do.	bnw 77	2,000	Chi. & Rock Is. RR.	58
515	do.	77½	100	do.	57½
50	do.	s30 77	100	do.	bnw 58
100	Erie Railroad	9	400	do.	s10 57½
25	Hudson River RR.	39½	100	do.	s10 58
50	do.	s10 38½	200	do.	s60 57½
50	do.	38½	150	do.	s30 57½
100	do.	b60 38½	100	do.	b30 58
5	Macon & Western RR.	92	100	N. J. RR. Scrip	130

SECOND BOARD.

7,000	Cal. State 7s Bonds	85	50	Mich. Central RR.	s10 54
10,000	Virginia 6s	99½		do.	b60 54½
18,000	Missouri State 6s	88½	1050	Mich. So. & N Ind. RR.	14
2,000	Tennessee 6s '90	95½	600	do.	b30 14
15,000	Mich. So. Sin. Fd Bs	72	250	Panama Railroad	b60 121½
5	Del. & Hud. Canal Co.	96½	50	Mich. So. & N. Ind. Gd St.	49½
200	Cumberland Pref'red.	21	100	do.	s60 40
200	Pac. M. S'ship Co.	s10 86½	100	do.	s15 40½
40	Pennsylvania Coal Co.	81	225	do.	40½
200	New York Central RR.	77	175	Galena & Chicago RR.	68½
50	Illinois Central RR.	s60 68½	250	do.	68½
800	Harlem RR. Preferred.	42	150	do.	b60 68½
400	do.	42½	100	do.	b60 69
200	do.	b10 42½	50	do.	68½
100	do.	b60 42½	50	do.	s30 68
100	do.	b60 42½	200	Cleve. & Toledo RR.	27½
400	Reading Railroad	s30 50	500	do.	27
100	do.	s45 50	300	do.	b60 27
100	do.	b60 50½	100	do.	s60 26
50	Mich. Central RR.	s30 58½	100	do.	s30 26½
100	do.	58	300	Chic. & Rock Isl. RR.	59½
400	do.	54	100	do.	b60 58½
150	do.	b60 54			

FRIDAY, April 15—P. M.

The Stock market continues to display a great deal of strength, with a moderate degree of activity, and the tendency of prices is still upward. The bears have been fairly caught on the rebound of prices with large short lines outstanding, and with hands thus shown to their opponents in the game of speculation, they are working for the time at great disadvantage. The moderate increase in outside orders has had a very inspiriting influence upon operators for the rise also, and they have for several days supported the market with a good degree of courage and confidence. Thus, while the features in regard to many of the stocks, prominent in the speculative dealings, have been strongly against the theory of an advance, and still seem adverse to any material improvement, the turn of the market in a speculative way is for the time undoubtedly in favor of the bulls, who have been able to drive the shorts into close and uncomfortable quarters, from which there has been no escape, except in a rise in prices. The permanence of an improvement under such circumstances is, of course, a matter of question, resting, as it does, upon rather an uncertain basis; but at present the movement is a rising one, and rather gaining in strength. The most important dealings at the First Board were in Harlem Preferred, Rock Island and Michigan Central, in each of which there was a fair advance. The transactions in Rock Island foot up an aggregate of 4,350 shares in the morning and 700 in the afternoon, the stock closing with considerable steadiness at 58½, though rather lower later in the day. In Harlem Preferred the sales embrace about 4,700 shares, the quotations advancing to 42½ at the Second Board. The advance in this stock was partly the result of the announcement that the Governor had signed the bill of the Company. The demand for Michigan Central was quite spirited during the day, and the result of the operations was an advance to 54 in the afternoon, at which quotation the stock closed steady. New-York Central was firmer, but the transactions were not large at either session. The closing quotation at the Second Board was 77½. After the adjournment, sales of 2,000 shares were made at this price, b 60. Pacific Mail declined a fraction, and was again pressed for sale on sellers' options, but closed tolerably steady for the cash stock at 87½: Michigan Southern guaranteed opened at 40, but was a little heavy at the close of the call, though firmer in the afternoon at an advance of ¼. The common stock was also a little more active at the Second Board, about 1,600 shares selling at 14, partly on buyers options. Galena was rather dull, but became slightly firmer with the rest of the market in the afternoon. Toledo advanced to 27½ but was rather over supplied at the quotation, and closed a trifle lower. Delaware and Hudson declined to 96½ on small sales, and is offered freely on sellers' options. The depression is partly owing to an unfavorable construction of the last annual statement, giving but 5½ per cent profit for the year's business. The prospect of still lower prices for coal during the coming season (the Penn. Coal Co. having issued their circular of prices at $3 against $3 25 last year) is also an argument used with some effect against the stock. In State Stocks the trade was not large, but prices were very firm, and slightly better. United States 5s of 1874 sold at 104½, and for the registered stock 104½ was bid. Business at the Second Board was larger than usual, and the market was quite buoyant during the session. After the adjournment the excitement subsided a little, and in some instances lower prices were established; but, upon the whole, the market closed firm. The last prices were: For Tennessee 6s, 93½@93¾; Missouri 6s, 88½@88¾; Virginia 6s, 99@99¼; Canton Company, 19½@19¾; Cumberland Coal Company, Preferred, 21@21½; New-York Central Railroad, 77½@77¾; Erie Railroad, 10@10½; Harlem Railroad, 13@13½; Harlem Preferred, 42½@42¾; Hudson River Railroad, 33½@34; Reading Railroad, 50½@50¾; Michigan Central Railroad, 54@54½; Michigan Southern and Northern Indiana Railroad, 13½@14; Michigan Southern and Northern Indiana Preferred, 40@40½; Panama Railroad, 121½@121¾; Illinois Central Railroad, 68½@69; Galena and Chicago Railroad, 68½@68¾; Cleveland and Toledo Railroad, 27@27½; Chicago and Rock Island Railroad, 58@58½; Illinois Central 7s, '75, 88½@89; Pacific Mail Steamship Company, 87½@88.

There is no important change in Exchange, and the business is moderate. Quotations unchanged. Sterling 109½@110. Francs 5 15@5 11¼.

Freights: To Liverpool, 620 bales Cotton at 3-16d.; 96 bales Sea Island do. at ¼d.; 100 tcs. Beef at 3s.; 2,000 bbls. Rosin to fill at 1s. 3d.; 100 bbls. Spirits at 4s. To London: 1700 bbls. Tar at 2s. 9d. To Glasgow: 80 boxes Tobacco at 2s. 6d.; 100 bbls. Rosin at 2s. 6d. To Antwerp: 900 bags Coffee at ¼c.; 1,200 boxes Raisins at 25s. To Bremen; 200 bales Cotton on private terms. A vessel of 245 tuns from Insgua, Turk's Island, to New-York, with Salt, at 10c. ⅌ bush. A brig of 198 tuns to load at Wilmington for Cardenas, at $9 ⅌ M feet for Lumber out, and Molasses back at $2 87½ ⅌ 110 galls. under and on deck. A brig of 246 tuns to Cardenas and back, on private terms. A schooner of 192 tuns from Jacksonville to New-York, at $8, for Sawed Lumber and Boards. A vessel of 230 tuns home from an island in the Caribbean Sea, with Guano at $7 ⅌ tun. The Vine was taken from Trinidad to Corres for orders, with Sugars at 57s. 6d. ⅌ tun. A schooner to Portland with Flour, at 12½c., and one to Bangor with Corn at 3c. and Flour at 15c.

The business of the Sub-Treasury was: Receipts, $183,516 82—for Customs, $74,000; Payments, $242,780 46; Balance, $7,186,638 18.

The earnings of the Galena and Chicago Union Railroad from April 1st to 8th, were:

	1858.	1859.	
Freights	$7,465 93	$16,699 11	Dec. $6,766 82
Passengers	13,501 40	9,730 83	Dec. 3,770 57
Mails, &c.	250 00	750 00	Dec. ....
Total	$21,717 33	$27,179 64	Dec. $10,537 69

The business of the Illinois Central Railroad for March, 1859, was as follows:

LAND DEPARTMENT.

Acres Construction Lands sold	2,491.85 for	$33,579 31
Acres Interest Fund Lands sold	45 05 for	807 69
Acres Free Lands sold	1,160.46 for	16,941 10
Total sales during the month	3,697.36 for	$51,419 10
To which add Town Lot sales		5,819 70
Total of all		$55,238 80
Acres sold since Jan. 1, 1859	10,596 24 for	$141,013 47
Acres sold previously	1,229,855 53 for	15,637,148 95
Total	1,240,141.57	$15,778,162 42
Construction Bonds cancel'd in Jan., '59	$38,000 00	
Construction Bonds canceled previously	984,000 00	$1,012,000 00
Free Land Bonds canceled in March, 1859	.....	
Free Land Bonds canceled previously	129,000 00	127,000 00
Total Bonds canceled up to Jan. 31, 1859		$1,141,000 00
Actual cash receipts, March, 1859		$42,734 56
Actual cash receipts, March, 1858		42,021 59

TRAFFIC DEPARTMENT.

Receipts from Passengers	$64,714 70
Receipts from Freight	71,234 60
Receipts from Mails	6,538 33
Receipts from Rent of Road	3,193 09
Receipts from other sources	3,664 56
Total Receipts in Month of March, 1859	$149,124 59
Total Receipts in Month of March, 1858	163,647 71
Total Receipts in month of Jan., 1859	$418 011 51
Total Receipts in month of Jan., 1858	410,379 17

The Receipts in the Land Department since the commencement of this month, have been at the rate of $2,000 per day, which will aggregate $60,000 for the whole month, sufficient to extinguish $45,000 of bonds.

Comparative statement of earnings and expenses for the month of March, 1858 and 1859, on the Buffalo and State Line Railroad:

EARNINGS.

	Passengers.	Freight.	Other Sources.	Totals.	
1858	$5,656 53	$56,566 67	$1,336	$63,757 60	
1859	34,820 41	44,254 45	1,316	80,474 86	
Increase	100	166	—		
Decrease	736 12	12,692 22	—	13,282 94	

EXPENSES.

	Construction.	Maintain's Roads.	Repairs Machinery.	Operating.	Totals.
1858	$2,377 30	$20,973 55	$5,9 6 75	$24,762 12	$53,980 02
1859	.....	6,895 49	3,259 17	15,299 24	24,953 90
Dec.	2,377 30	14,077 86	2,737 58	9,472 88	28,466 12

The receipts of the Cleveland, Columbus and Cincinnati Railroad Company, in March, were $98,000—an increase of $3,000 over the same month last year.

Speaking of the Norwich and Worcester road, *The Worcester Spy* says the earnings continue to show a considerable gain over last year, and indicate an early resumption of dividends. The comparative earnings for eight months past were: In 1858, $163,294; in 1859, $209,074—increase, $45,780, or nearly 30 ⅌ cent. The increase is equal to over 2 ⅌ cent dividend.

We annex a comparative statement of the Imports of foreign Dry Goods at New-York for the week and since Jan. 1:

For the Week.	1857.	1858.	1859.
Entered at the port	$1,022,196	$386,135	$1,343,854
Thrown on market	969,248	609,769	1,324,441
Since Jan 1:			
Entered at the port	$34,521,354	$18,494,528	$36,462,559
Thrown on market	34,308,203	19,923,652	37,615,473

ENTERED FOR CONSUMPTION.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	852	$336,157	Miscellaneous	278	$57,676
Cotton	1,490	336,732			
Silk	401	224,455	Total	4,199	$1,256,434
Flax	1,178	259,506			

WITHDRAWALS.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	93	$32,662	Miscellaneous	210	$2,771
Cotton	81	18,842			
Silk	9	4,564	Total	453	$67,987
Flax	62	12,088			

WAREHOUSED.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	157	$41,857	Miscellaneous	7	$2,897
Cotton	96	24,729			
Silk	2	1,599	Total	408	$89,380
Flax	142	18,304			

We annex the following quotations from the Banking-house of Messrs. Le Huray & Co., No. 9 Wall street, for April 15, 1859:

New-York State Banks	¼	New-Orleans	¼
New-England Banks	¼	Mobile	¼
New-Jersey Banks	¼	Ohio, Indiana & Kentucky	¼
Philadelphia Banks	1-16	Indiana Free Banks	¼
Penna. Country Banks	¼	Missouri	¼
Pennsylvania, par in Phila.	1-16	Michigan	¼
Baltimore City Banks	1-8	Illinois and Wisconsin	¼
Maryland	¼	Tennessee, old Banks	¼
Virginia, old Banks	¼	Tennessee Free Banks	¼
Virginia, Free Banks	¼	Canada	¼
North Carolina	¼	Philadelphia Checks	1-16
South Carolina	¼	Baltimore Checks	¼
Georgia	¼	Boston Checks	¼

LAND WARRANTS.

	Buy.	Sell.		Buy.	Sell.
40 acres	$1 05	$1 10	120 acres	80	85
80 acres	90	85	160 acres	82	87

We have received the annexed communication from Mr. I. C. Lea:

To the Editor of The N. Y. Tribune.

SIR: In the money article of your edition of this date appears the following notice:

"Mr. John E. Body has been elected Secretary of the American, Atlantic and Pacific Ship Canal Company, vice Mr. Isaac C. Lea."

The statement is entirely untrue, as no Board of Directors of said Company have ever taken any action whatever in the premises.

ISAAC C. LEA,
Sec'y of the Am., Atlantic and Pacific Ship Canal Co.

April 15, 1859.

We have only to say that the statement we made was communicated to us officially by the President of the Company.

The holders of interest warrants, or coupons attached to the first mortgage bonds ($300,000 loan) of the Scotia and Hocking Valley Railroad Company, due 1st November, 1857, and 1st May, 1858, are requested to leave the same with the Trustee, Mr Lanier, at the office of Winslow, Lanier & Co. No. 52 Wall street, that they may be forwarded to Ohio, where they are expected to be paid about the first of May. At a meeting of the first mortgage bondholders of the Milwaukee and Horicon Railroad, held on the 15th inst., it was resolved that the bondholders present sign the notice to R. H. Lowry, esq., Trustee, requesting him to advertise and sell the said road and appurtenances at auction in the City of New-York, agreeable to the terms of the mortgage, and that such bondholders as were not present be notified to call upon the Secretary, J. S. Van Buren, at the office of J. Baxter, Lent & Co., No. 7 Pine street, and sign their names thereto forthwith.

The business of the Clearing-House to-day was $20,761 000.

The Washington Star announces that arrangements have been completed for the establishment of a line of steamships from 1,200 to 1,600 tuns' burden, to ply between New-York and Washington City. They are designed in part to accommodate the transit of goods between New-York and the great South-West.

The statement of the Rhode Island Banks made on the 4th of April, was as follows:

	Providence Banks.	Out of Providence.	Total.
Capital	$14,687,650	$5,610,619	$20,297,669
Circulation	1,839,448	1,514,520	3,452,968
Deposits	2,374,941	850,656	3,224,597
Due Banks	572,497	51,198	1,623,695
Loans	18,453,590	7,317,692	25,800,632
Specie	587,317	182,786	770,103
Bank notes	798,518	115,843	916,159
Due by Banks	674,909	445,551	1,120,460

As compared with the statement of March 21, the results are as follows:

	Providence Banks.	Country Banks.
Capital	$3,450 00 Inc.	$1,200 00 Inc.
Circulation	5,002 25 Dec.	72,456 75 Inc.
Deposits	98,785 69 Inc.	10,572 83 Inc.
Due Banks	16,608 44 Inc.	13,161 34 Inc.
Loans	149,976 54 Inc.	69,2[illegible] 40 Inc.
Specie	9,371 98 Inc.	2,302 25 Dec.
Bank Notes	65,943 00 Dec.	3,2[illegible] 49 Inc.
Due by Banks	19,267 96 Dec.	22,258 09 Inc.

At the annual meeting of the Baltimore and Philadelphia Railroad Company this week, the President made a statement in reference to the course he had to pursue since the termination of the late "compact" between the four great lines, in maintaining a policy favoring the interests of Baltimore in competition with the New-York lines:

"The New York Central Road, the great passenger route, had now not only cut down its through passenger fare on fast trains to a low point, with a view of competing with the Baltimore and Ohio Road, which was content to run at a moderate speed and corresponding reduction of price, but had also in the past week cut down its freights to such an extent as to overcome the advantages afforded by the Baltimore route, with its cheap water connection at each end. The New York Central started with a 20-cent reduction, which he assumed the authority at once to follow. It then tried another 20 cent reduction, and again he followed; and finally it reduced 10 cents further, which he likewise did. He had thus taken the responsibility of acting, and that the advantage belonging to the Baltimore route should still be preserved to it, and hoped the Board would make some expression of its views on the subject. After some discussion, a resolution approving the course of the President, and authorizing like action to such extent as he might deem necessary, was adopted without dissent."

We have received a copy of the annual report of the Minnesota Mining Company. In their last report, they stated the net earnings of the Company for 1857 to have been about $317,000, and its total available assets on the 1st of March, 1858, about $363,000—from which they declared and paid a semi annual dividend of $120,000 on the 1st of April, and another of $180,000 on the 1st of November following—carrying an estimated surplus of $63,000 over to the credit of the ensuing year. The aggregate product of mineral for the past year has fallen some 224 tuns below that of 1857—while the absence of monster masses to cut from, and the larger proportion of rock adhering to the more numerous masses of moderate size, especially those taken from the conglomerate together with the increased proportion of barrel ore, and stamp work—have reduced the yield of the mineral, so far as yet smelted, to about 70.1-10 ⅌ cent of pure metal. It appears that the probable net earnings for 1858 will be about $210,000, and that the surplus of $63,000 of last year has been reduced by improvements at the mine, purchases of real estate, cost of machinery, and deficiency arising from over valuation of mineral on hand in last report to $30,583—making total surplus assets on the 1st of March $240,583

From which the Directors have declared a semi annual dividend of $5 ⅌ share, payable on the 2d day of May next, amounting to 100,000

Leaving a probable balance of $140,583

to be realized from assets on hand, and applicable to the semi-annual dividend of 1st November next.

The whole quantity of mineral produced or raised from the mine from January 1 to December 31, 1858, was 3,067,212 pounds, or 1,833½ tuns of mass, barrel and stamp copper, in the following proportions, viz:

Mass copper 68 ⅌ cent, or	2,429,989 lb
Barrel copper 25 ⅌ cent, or	901,271 lb
Stamp copper 9 ⅌ cent, or	335,952 lb
Total products	3,667,212 lb

being an average of 152½ tuns ⅌ month for the year. Also 70 lb of silver ore which yielded in value $906 83, or $8 54 ⅌ lb.

The above product, estimated at the average net yield of the mineral smelted during the season, and at the average rate of past and current sales, will realize a gross value of about $595,000.

The cost of mining, raising and preparing for shipment the whole product of the year, as shown by the monthly returns from the mine, has been as follows, viz:

Mining contracts and wages	$146,271 59
Surface labor and supplies	1,5[illegible]4 43
Making the total proper cost of production	$273,746 02

being an average of $22,812 ⅌ month, or $149 34 for each ton of mineral raised.

This statement shows a reduction in the monthly and aggregate amount of expenditure, notwithstanding the increase of force employed, and the extra expense entailed by the accidents of the past year—but it also shows an increase of nearly $14 ⅌ tun in the average cost of the mineral, in consequence