NEW YORK COMMON COUNCIL.

[OFFICIAL.]

Stated Session.

BOARD OF ASSISTANT ALDERMEN,
Friday, July 9, 1852.

Present—Jonathan Trotter, Esq., President, in the chair; Assistant Aldermen Brown, Tait, O'Brien, Rodman, Breden, Woodward, Ring, Wells, Anderson, Benton, Wright, Wheelan, Barker, Brastow, McConkey.

Bill of Mary Robinson, services in attending females at First ward station house, $10, with resolution that it be paid. Adopted.

Communication from R. T. Compton, Esq., President of the Board of Aldermen, in reference to the communication of His Honor the Mayor as to the Eighth avenue railroad, in which the petitioner states that the Mayor was actually absent from the city on the 18th of June, the day on which petitioner signed, as Acting Mayor, the resolutions, and that he did so among his ordinary duties of Acting Mayor—asking that the communication be placed upon record, and the same publicity given to it as has been given to His Honor the Mayor's. Referred to a Special Committee, consisting of Assistant Aldermen Wells, Brown, and Wright, and ordered to be printed.

REPORTS

Of the Committee on Assessments—In favor of confirming the following assessment lists, and appointing Abner Sanford Collector therefor, viz.:—For laying a crosswalk in Fourth street, between avenues C and B directly in front of the Union Congregational Church; for regulating and grading Forty-sixth street, between Fifth and Seventh avenues; for regulating, grading, and paving Thirty-seventh street, between Eighth and Ninth avenues, and flagging a space four feet wide through the same; for paving the intersection of avenue B and Thirteenth street; for a sewer built from a point in Second avenue, about thirty feet north of Twenty seventh street, to and connecting with the sewer in Twenty-eighth street; for a sewer in Thirty-seventh street, from the sewer in Eighth avenue to a point at or near the intersection of Seventh avenue; for flagging a space four feet wide through the sidewalks in Thirteenth street, between avenues B and C, for relaying crosswalks across Madison street, at Oliver, Catherine, and Market streets. Adopted by the following vote:—

Affirmative—The President, Messrs. Brown, Tait, O'Brien, Rodman, Breaden, Woodward, Ring, Wells, Anderson, Bouton, Wright, Wheelan, Barker, Brastow and McConkey—16.

Of Committee on Sewers, in favor of sewer in Grand street, from Suffolk to crown between Attorney and Ridge. Adopted by the following vote:—

Affirmative—The President, Messrs. Brown, Tait, O'Brien, Rodman, Breaden, Woodward, Ring, Wells, Anderson, Bouton, Wright, Wheelan, Barker, Brastow and McConkey—16.

Of same—In favor of amending ordinance for the construction of a sewer in Madison avenue from Thirty-seventh street to and through Thirty-eighth street to Fifth avenue, so as to read "in Madison avenue from the sewer at Thirty-seventh street to a point at or near the intersection of Thirty-eighth street, and also in Thirty-eighth street from the sewer built west of Fifth avenue to a point about 60 feet west of Madison avenue, and that the ordinance therefor as amended be adopted." Adopted by the following vote:—

Affirmative—The President, Messrs. Brown, Tait, O'Brien, Rodman, Breaden, Woodward, Ring, Wells, Anderson, Bouton, Wright, Wheelan, Barker, Brasto, McConkey, —15.

PETITION.

Of John Cunningham and others—For the construction of culverts to be attached to sewer at Essex market. To Committee on Sewers.

COMMUNICATION.

From His Honor the Mayor—Returning the report and resolutions in favor of paying to Philip Mabie the sum of $2,101 59, as extra compensation for work on pier No. 12, N.R., with his objection thereto. Laid on the table; to be printed, &c.

On motion, the resolution of this Board, adopted May 12, 1842, granting exclusive use of the east half of pier No. 7, and the west half of pier No. 8, E.R., with the intervening slip, to Philip Mabie, was taken from the table and re-adopted, notwithstanding the objections of his honor the Mayor, by the following vote:—

Affirmative—The President, Assistant Aldermen Brown, Tait, O'Brien, Rodman, Ring, Wells, Anderson, Bouton, Brastow, McConkey—11. Negative—Assistant Aldermen Wright and Baker—2.

FROM BOARD OF ALDERMEN.

Report—In favor of allowing Dr. John K. Hardenbrook $250 per annum, for travelling expenses, &c. To Committee on Police.

Report—To extend sidewalks of Thirty-fourth street, between Eighth and Ninth avenues. To Committee on Streets.

Report—In favor of paying bills of Drs. Sweeny, Marsh, Kimbark, and Ward. To Committee on Police.

Communications from the Street Commissioner, enclosing estimates for regulating, paving, &c., in Thirteenth street, between avenues B and C; for regulating, paving, &c., in Fortieth street, between Fifth and Ninth avenues; for building pier foot of Thirtieth street, North River; for paving, &c., in Forty-fourth street, from Eighth to Ninth avenue; for regulating 120th street, from Third avenue to Harlem river; for paving and setting curb and gutter stones in Fourteenth street, from avenue A to B; for paving Twenty-first street, from First avenue to the East river; for fencing lots on Twenty eighth and Twenty-ninth streets, and Third and Lexington avenues. Confirmed.

Resolution—To advertise for proposals to build a suitable building in Franklin street, near Hudson street, for Hose Co. 54 and Hook and Ladder Co. 11. Concurred in by the following vote:—

Affirmative—The President, Messrs. Brown, Tait, O'Brien, Rodman, Breaden, Woodward, Ring, Wells, Anderson, Bouton, Wright, Wheelan, Barker, Brasto, McConkey—16.

Resolution—That South street, from Roosevelt to Oliver street, being that portion of the street in front of the bulkhead recently built, be paved and regulated. Concurred in.

Resolution—That Twenty-sixth street, between Fourth and Lexington avenues, be lighted with gas. To Committee on Lamps.

Invitation—To attend an exhibition of the various schools in the city, on the 22d of July, at Metropolitan Hall. Accepted.

Resolution—That Gouverneur street, from Madison to Grand street be repaired. Concurred in.

Resolution—That First avenue, between Twenty-third and Twenty-ninth streets, be lighted with gas. To Committee on Lamps, &c.

Resolution—That Thirty-first street, between Fourth and Lexington avenue be lighted with gas. To same.

Resolution—Relative to appropriating $1,000, as a remuneration to David Pinto, Esq., for labor in preparing the "Manual of the Common Council," for the present year. Concurred in by the following vote:—

Affirmative—The President, Messrs. Brown, Tait, O'Brien, Rodman, Breaden, Woodward, Ring, Wells, Anderson, Bouton, Wright, Wheelan, Barker, Brasto, McConkey—16.

Granting player or petitioners to prohibit the landing of emigrants on piers Nos. 42 and 43, N. R. To Committee on Wharves.

On report of Chief Engineer of Fire Department, for June, 1852, appointments and resignations confirmed, and expulsions referred to the Committee on the Fire Department. Concurred in.

RESOLUTIONS.

By Assistant Alderman WHEELAN.—Resolved, That the special committee to whom was referred the subject relative to the Second avenue railroad be, and they are hereby, required to report to this board on or before Wednesday 15th inst.; and not complying therewith, that the President be requested to add four additional members to the committee. Laid on the table.

By Assistant Alderman WOODWARD—That oil cloth be placed on that part of the floor now bare in the chamber of the Board of Assistant Aldermen. Amended, by inserting carpet for oil cloth. Adopted.

By Assistant Alderman RING—Preamble, setting forth that there is no existing contract to furnish stationery and printing for the departments, with resolution that the Comptroller advertise for proposals to furnish the requisite supplies of stationery to the corporation, and also for proposals to do the necessary printing for the heads of departments. Adopted.

By Assistant Alderman TAIT—That the carriage way in Beekman street, from Pearl to Nassau, be repaired. Adopted.

By the same—That the carriage way in Gold street, from Spruce to Fulton, be repaired. Adopted.

By same—That the Commissioner of Streets and Lamps be, and he is hereby, authorized to pay the sweepers employed by him on the various public streets, the usual three shillings for each and every day's public service. Adopted by the following vote:—

Affirmative—The President, Messrs. Brown, Tait, O'Brien, Rodman, Breaden, Woodward, Ring, Wells, Anderson, Bouton, Wright, Wheelan, Barker, Brasto, McConkey—16.

By Assistant Alderman MCCONKEY—That the well in Thirty-eighth street, seventy-five feet west of Ninth avenue, be filled in without delay, as it is in a very dangerous state since the pump was removed. Adopted.

By Assistant Alderman RING—That the pump corner of Broome and Mercer streets be removed, and the well filled in. Adopted.

By Assistant Alderman WRIGHT—That a cross-walk be laid in Grand street, at or near the intersection of East Broadway from No. 472 to 471. Adopted.

The Board then adjourned to Monday afternoon, at 6 o'clock. From the minutes. EDWARD SANFORD, Clerk.

The following communication was received from his Honor the Mayor:—

MAYOR'S OFFICE, July 8, 1852.

TO THE HONORABLE THE BOARD OF ASSISTANT ALDERMEN, OF THE CITY OF NEW YORK:

On the 17th day of June last, the Board of Aldermen passed certain resolutions, which had been adopted on the day before in the Board of Assistant Aldermen, revoking the grant heretofore given to Pettigrew, Sherman and others, of permission to construct what is generally known as the Eighth Avenue Railroad, and giving a new grant for the same purpose, to Gustavus A. Conover and others.

On the 18th of June, while I was in the city of New York, and at a time when no person had authority to perform my executive duties, Alderman Compton, President of the Board, assuming to be the acting Mayor of the city, endorsed his approval to that capacity, on the resolutions above mentioned. I by neither requested nor expected that any such action might take place. It must be manifest to you that Alderman Compton's action in this matter is entirely void; and yet without the presence of the emergency which might lead, during his the temporary absence of the Mayor from his office, the President of the Board of Aldermen could avail himself of that opportunity to usurp the executive authority, and deprive the people of that supervisory control over improvident legislation, which the charter confers on the Chief Magistrate of the city.

This is strikingly illustrated in the present instance. In the case of fire, or other public exigency requiring the personal presence of the Mayor, as the chief magistrate at the head of the Police Department, at a distant part of the city, can it be pretended that the President of the Board of Aldermen could cast himself in the vacant chair, in the Mayor's office, and issue conflicting orders to those which the Mayor, at the scene of the emergency, in his judgment, and from personal observation, should deem the emergency to require.

In my judgment, Alderman Compton had exhausted all his legitimate power when he voted for the resolutions; and, although he was, no doubt, as eager as he proved to be alert, to have them approved, he should have forborne to give them a double sanction, combining the executive with the legislative function, until he ascertained whether I had really absented myself from the city, or preferred his reflections and views on this subject to my own. I did not acquaint me with his wish to relieve me from official labor, and I did not design imposing on him any additional duty. Even if I had left the city, and requested Alderman Compton to act for me during my absence, it is very clear that the only duties he could properly assume for me, would be those for the performance of which there was immediate necessity. No such necessity existed in reference to the subject of this railroad grant; and it would have become, at least, in Alderman Compton, to have afforded me the opportunity to consider the matter, and state whether my views agreed with, or differed from his.

I hold an important public trust, which I have ever been desirous to perform for the best interests of the people, and I regret that any interference with my official duties has emanated from one who should be eager not to impede but to assist me, in promoting that public and general good which he, like myself, was chosen by the people to effect.

I deem it proper to state that the preamble and resolutions referred to, constitute the only act of the Common Council which Alderman Compton undertook to pass upon in his assumption of my office. On the same evening that said preamble and resolutions were passed, a resolution relating to the Sixth Avenue Railroad was likewise adopted, and was in the same situation for executive action.

The fact that Alderman Compton if he believed he was entitled to act in my stead, confined himself to acting upon the particular paper relating to the Eighth Avenue Railroad exclusively, while other papers were in the same position, seems remarkable. The resolution relating to the Sixth Avenue Railroad, came before me in the regular course of the business of my office, and received my official action.

If there were no other ground for withholding my approval of the resolutions, I should consider this entirely conclusive that, in their preamble, certain statements of fact are made, as the reason for passing the resolutions; and I have not only no proof that the statements are true, but all the information which I possess on the subject, in those me to believe that they are unfounded; and that Messrs. Pettigrew and associates, are not only able and willing, but, if not interrupted, will, in fact, complete the construction of the road within the time prescribed therefore.

I learn that the petition of Messrs. Conover and others was referred to a special committee, consisting of seven members of your Board; that such committee had several meetings, and fully considered the merits of the petition, and that a majority of such committee had, on the afternoon of the day that said preamble and resolutions were adopted in your Board, decided that the petition should be denied, because the grant had become vested in Messrs. Pettigrew and associates, composing the Eighth Avenue Railroad Company; that said Company had been regularly organized, and were duly engaged in the construction of the road, according to the terms and requirements of the grant.

That, said committee, after arriving at these conclusions, had adjourned to the then 18th inst., for the purpose of preparing the necessary report, embodying the facts upon which they founded their decision adverse to said petition. I further learn, that on the assembling of your Board, after the said Special Committee had adjourned, as above stated, and had concluded to report adversely to it, a motion was made to take the subject out of the hands of the committee for immediate action, and that although the chairman of the committee stated the fact that the committee had agreed upon a report, and asked for time to present it, the motion prevailed, and the preamble and resolutions were carried through, under a demand for the previous question, and without the aid of the facts collected, or deliberations had, by said committee.

It thus appears, that if the committee had been afforded the opportunity of reporting upon the facts, they would have negatived the allegations contained in the preamble upon which the resolutions are based.

That on the next evening, they were adopted in the Board of Aldermen, without any reference or examination into the facts, and early the next morning, as I have before stated, Alderman Compton, as pretended Acting Mayor, signed the same, before I had reached my office.

It seems that a grant was heretofore made to Pettigrew, Sherman, and others, to construct a railroad through West Broadway to Canal street, down Canal to Hudson, thence along Hudson street the Eighth avenue to a point at or near Fifty-first street; the road to be continued through the Eighth avenue to Harlem river, whenever required by the Common Council, and as soon and as fast as said avenue is graded.

Before the permission was to take effect, the grantees were to enter into a contract with the Corporation for the due execution of the work. The contract was made, and contained many provisions intended to be highly beneficial to the public.

The grant was also made with the proviso that the road should be "commenced within three months, and completed to Fifty-first street within one year; and from Fifty-first street to the Harlem river, within three years from the passage of this resolution."

The resolutions were passed on the fourth day of June, A. D. 1851. The contract was not executed until the sixth day of September following.

Before the contract was executed, it was laid before the Common Council, and a resolution adopted approving it, and requiring that it should be executed within ten days—that any or either of the grantees neglecting or refusing to execute it, should be deemed to have waived and forfeited all right, under the resolutions heretofore passed granting such permission, and that "the said permission should take effect accordingly."

The original resolutions provided that the Common Council should have power to cause the rails to be taken up at any time they saw fit; but it was further provided, that in the event of the Corporation requiring the grantees to surrender their road, it should be on payment by the Corporation of the cost of the road, with ten per cent thereon.

What I have thus far stated, appears from the records in the office of the Clerk of the Common Council.

From the same source I learn that differences took place between certain of the grantees and their associates, in regard to the organization under the grant, and it was at different times referred to two committees—one of the former and one of the present Common Council—to ascertain whether the grant had been forfeited as to any or all of the grantees, or in such wise complied with as to inure to the benefit of a portion of the grantees only.

Neither of the committees ever made a report on the subject, although they were respectively attended by the disputants and their counsel, and the claims of the contestants were fully discussed before each committee.

I find from the records of the Common Council that Messrs. Pettigrew and associates of the Eighth Avenue Railroad Company, more than seven months since communicated to the Common Council the fact of their organization as a company for the purposes of the grant; that they had made all the necessary arrangements for the capital which would be requested to construct and operate said railroad, and were about to proceed with its construction; that the company have been engaged for more than six months last past in the actual construction of the road, under the supervision and direction of the Street Commissioner, and other officials of the city government, and that the Common Council were officially notified by the Street Commissioner of all these facts. After this assent to the construction of the road, and actual superintendence and direction by the agents of the city in reference to every dollar thus laid out by the company, it is proposed, in opposition to the conclusions of the Committee of Investigation, by a sudden and unusual course of legislative procedure, and without notice to the parties to be affected, to sacrifice the time, labor, and capital thus vested, and expended, and this too for the purpose of giving the grant to third parties, who, so far as I can learn, were never before heard of in connection with the railroad, and have no claim that I can discover, to override and destroy the vested rights of those who have, in good faith, kept their engagements with the city.

The ground of forfeiture alleged was, that the company had not been organized, and the road commenced, within three months from the passage of the resolution. But I see from an opinion of Henry E. Davies, Esq., counsel to the Corporation, furnished by him at the request of the late Common Council, that the road was commenced within three months from the execution of the contract, until which event the permission was not to take effect, and he concluded as matter of fact and law that no forfeiture had occurred.

Mr. Davies was, of course, the appropriate as well as competent official adviser of the Common Council in the matter, and it was specially referred to him to make the examination and report, which he communicated to the Board.

It strikes me that this conclusion will meet the approval of every fair and disinterested mind, and that even if there had been a technical forfeiture of which the Corporation might avail itself, yet it would be most unconscionable to insist on a forfeiture if any of the grantees were actually proceeding with the construction of the road. Besides, the time and mode in which the grantees should organize, was in nowise material to the public, or the public, so long as an organization was in fact effective, which received the faithful construction of the work.

The details of the organization were a matter affecting the grantees only. The only object to be regarded by the Common Council, in a legitimate discharge of legislative duty, was the completion of the road, that the public might have a new and convenient thoroughfare in the city; and the attainment of the road in the most effectual and speedy manner, should have been, and should be, the only aim of those who are charged with the municipal government. No strife of the grantees for advantage over each other, and no effort of any new set of men to deprive them of the grant, should have been countenanced for one moment, except so far as it might be measure rendered absolutely necessary for the good of the city. I find no evidence that any such necessity existed or exists.

On the contrary, I perceive that a large portion of the route of the intended road is now being worked upon, the rails having been laid through West Broadway to Canal street, a large quantity of stone blocks, and other materials, are placed on the streets, to be used in the work; the road way is opened, and the structure of the work is completed or in progress, through Canal street, and for some distance northward, in Hudson street; and from Fifty-first street southward, for a considerable distance. There is evidence furnished to the eyes of the public, that active and rigorous measures to complete the road are in progress. All will admit, that the sooner the obstructions necessarily caused by the prosecution of the work can be removed, and the new line of travel afforded for the relief of Broadway, and the comfort of our citizens, the better our community and welfare will be promoted; and any action of the Corporation to prevent that advantage, must be deplored, unless it is founded on some clear and plainly established reason of public necessity.

What are the reasons assigned in the preamble of the resolutions under consideration?

First—That the original grantees have been guilty of such neglect, in acting under the permission granted to them that it is "impracticable" to have the road constructed to Fifty-first street, within the time prescribed by the resolution.

Second—That the public interest requires the reservation of the old grant, and the making of a new one to "persons who are able and willing to construct the same."

As to the first, I have been furnished with no evidence that the statement is true, but dating the year from the execution of the contract, I am decidedly of opinion that it is entirely practicable to have the road completed to Fifty-first street by the period designated; and the means actually employed by the parties organized under the first grant, and which are now in actual progress, seem to me to promise its actual accomplishment.

But, if it were otherwise, then viewing the second cause assigned, I am utterly unable to see how the "public interest" is to be subserved by the new grant, on the terms stated in the resolution of June last.

Keeping in mind the way that we should look alone to the public interest, how can it be more injurious to permit the present grantees to proceed with the road, even if they took three additional months to complete it, than to give the new grantees one year from the passage of the new resolutions, to perform the same work? Whoever might individually gain by this change, the public would assuredly be great losers. No benefit of any description, to the city or to the public, is provided for, or secured, by the contemplated change; it can only be characterized as an arbitrary withdrawal of a grant from one set of parties, to their great injury, and bestowal of it upon others, out of mere partiality, without any possible public benefit.

I cannot, therefore, sanction the project of revoking one grant, even if some delay has occurred, to give another by which no such result can possibly must happen.

And I sincerely trust that upon your reflections may induce you to concur with me; and I am the more desirous of this result because I am well satisfied that our common constituency consider the completion of the road infinitely more important than the interest of any grantees or individuals, who may be struggling for the emoluments of making the road; and if there is any ground for dispute between any of the original grantees, in respect to matters of organization, or other questions not likely to prevent the actual construction of the road, the tribunals of justice are best adapted to the ascertainment and determination of these questions among the parties themselves.

As the Clerk of the Common Council retains in his possession the original documents relating to the grant, officially, I return a certified copy, desiring to withhold my approval thereupon, and protesting against the action of Alderman Compton, in signing them, as illegal and unauthorized.

A. C. KINGSLAND, Mayor.

On motion, the communication was accepted, laid on the table, ordered to be entered at length on the minutes, published in one or more of the public newspapers, and printed in pamphlet form. C. T. MCLENACHAN, Deputy Clerk.

NEW YORK, July 9, 1852.

TO THE HONORABLE THE BOARD OF ASSISTANT ALDERMEN.

This communication and petition of Richard T. Compton, President of the Board of Aldermen, respectfully states—

That your petitioner has seen printed in the newspapers a communication from his honor the Mayor, professing to return to your Board a copy of the resolutions of the Common Council granting the privilege of constructing the Eighth Avenue Railroad to Gustavus A. Conover and others, in which communication your petitioner finds various unfounded, false, and highly offensive statements, relating to your petitioner, which your petitioner feels called upon to expose, as well in justice to himself as to bring the same to the notice of your honorable body, that such action may be adopted as is consistent with proper regard for the rights of the Common Council and of your petitioner as their officer. Your petitioner begs leave to state, that on the eighteenth day of June last, after 10 o'clock A. M. and about 10½ o'clock A. M., your petitioner called at the Mayor's office, and was informed by Mr. Burdett, the Mayor's clerk, that the Mayor was gone out of town, and would not be in the office on that day; (which was the first knowledge or notice your petitioner had of the Mayor's absence.) Your petitioner then stated that thereupon your petitioner proceeded to and did discharge the duties of the Mayor during the whole of that day, up to two o'clock P. M., the usual close of business hours; that the Mayor did not return to his office during business hours on that day, and not at all on that day to petitioner's knowledge or belief; that to the course of the morning, shortly before 12 o'clock, (your petitioner recollects the time from having a short time before, when a friend called to see him, and it was half past 11 o'clock,) your petioner signed the approval of the said resolutions; that those resolutions and the resolutions relative to the Sixth avenue road had been brought into the office together, a short time before, and after 11 o'clock A. M.; that your petitioner did not approve the other resolutions, because he did not object to them and had voted against them, which fact the Mayor well knew, as your petitioner requested him to vote against Sixth avenue resolutions; that your petitioner had signed several junk shop licenses, and put them in the Comptroller's office, as acting Mayor, before signing said resolutions, and throughout the day attended to all such business as was brought before him, as acting Mayor. Your petitioner states, that the approval signed by him was written by Mr. Burdett, the Mayor's clerk; that your petitioner has frequently acted as Mayor in the absence of the Mayor, and always at the instance of the clerk to the Mayor's office; and that he never at any time received any notice from the Mayor to act, except through a clerk in the Mayor's office; that the Mayor was prevented, by absence from the city or some other cause, from attending to the duties of his office during the whole of your business hours, on the said 18th day of June. And your petitioner is now informed and believes, (although he did not then know it,) that the Mayor had made an appointment, for several days before, to leave the city on that day, and did leave the city on that day, and did not return until evening; that he left the city by the Navigate Ferry for Long Island, in the morning, and reached Long Island before 12 o'clock.

Your petitioner, therefore, prays that your honorable body will put this communication upon record, and give the same publicity to it as has been given to his honor the Mayor's, and refer the same to a proper committee, or take such further action as may be proper. And your petitioner &c.

R. T. COMPTON.

On motion, the petition was received, ordered to be entered at length on the minutes, and published in one or more of the public newspapers, and a committee, consisting of Messrs. Wells, Brown and Wright, appointed to investigate the matter. EDWARD SANFORD, Clerk.

CITY TRADE REPORT.

FRIDAY, July 9—6 P. M.

BREADSTUFFS.—Flour seemed in good request; the operations consisting of of 15,700 bbls.; superfine Canadian, at $4; ordinary to straight State and mixed to fair Western, at $4 06¼ a $4 18¾; favorite Ohio and choice State at $4 12½ a $4 25; fancy Western at $4 18¾ a $4 31¼; with common to good Southern at $4 37½ a $4 56¼. About 120 bbls. rye flour fetched $3 18¾, and 300 bbls. Ohio and State meal, $3 a $3 06¼ per bbl. In wheat, the transactions comprise 15,000 bushels white Southern at $1 02; 21,000 Canadian at 98c. a $1 02; 2,500 red Ohio at private bargain; 2,000 mixed Western at 95c., and 2,700 Upper Lake at 71, indicating a rising market. In rye, 2,000 bushels at 80c.; and in corn, 45,000 bushels unmerchantable mixed Western and round yellow at 52c. a 50½c., 60c. a 61½c. and 61½c. a 62c.—the former rates.

COTTON.—The sales to-day were 1,500 bales, with a steady and rather firm market, at our previous quotations.

FREIGHTS.—To Liverpool, about 1,100 bbls. flour were engaged at 1s., 200 do. rosin at 10d; small lots cotton were taken at ⅛; 150 shooks at 2s. 6d.; 150 boxes tobacco at 18d. To London, 400 bbls. flour were taken, to fill up, at 1s. 6d. A vessel was taken up to load with deals, at St. Johns, for London, at 72s. 6d. To Glasgow, 1,000 bbls. flour were engaged at 1s. 6d. There was but little offering for Havre, and rates were nominal. To California they varied from 45 to 80c.

Provisions did not vary much, the business having reached 400 bbls prime and mess pork, at $16 81¼ and $19¼ a $19¾; 350 packages shoulders and hams, at 8¼ a 8¾c. and 9¼ a 9¾c.; 800 bbls. fair to prime lard, at 10¾ a 11c.; with 400 bbls. prime and mess beef at $10 a $11 and $15 a $18.

Telegraphic Reports.

NEW ORLEANS, July 8, 1852.

The sales of cotton yesterday (Wednesday) were restricted to 200 bales. The Canada's news has been received, and prices have since been rather easier, but quotations are quite nominal. Exchange on New York, 60 days, is at ½ per cent discount. Freights for cotton to Liverpool are at 5-16d

CHARLESTON, July 8, 1852.

The sales of cotton to-day have been 200 bales, and the transactions of the week sum up 3,250 bales, at prices ranging from 7½ a 11½c. Middling is quoted at 11c.; and fair, 11¼ a 11½c. The receipts of the week have been 2,650 bales; and the stock on hand, exclusive of that on shipboard, is 16,700 bales.

Married.

On Thursday, July 8, at the Central Presbyterian Church, Broome street, by Rev. Dr. Adams, Mr. SAMUEL KIP to Miss MARY M. MILLER, all of this city.

In Brooklyn, on Wednesday, July 7, by the Rev. W. H. Lewis, D. D., Dr. John S. Nichols, of East Boston, to Miss CORNELIA A. HOWES, formerly of Cambridge, Mass.

On May 14, 1852, by the Rev. R. A. Chalker, of the Methodist Episcopal Church, Duane street, AMZI S. DODD, of Western New York, to ELIZABETH C. CRILLEY, of Newark, N. J.

In this city, on Wednesday, July 7, by the Rev. George B. Cheever, Mr. JAMES L. FRAZEE, of Newark, N. J., to Miss LYDIA M., daughter of David Burnet, Esq., of Chatham, N. J.

On Thursday, July 8, at St. Mark's Church, Williamsburg, by the Rev. S. M. Haskins, RALPH T. HASKINS, Esq., to MARY, eldest daughter of the late Thomas Browning.

Died.

On Thursday morning, July 8, ANNA CATRINA, wife of Diderick Muller, aged 35 years 9 months and 21 days.

Her friends and acquaintances, and those of the family, also of her brother, C. Gross, and brothers-in-law, August Schmdeike and Henry Struss, also the members of B Troop of New York Hussars, are respectfully invited to attend her funeral, this afternoon, at 1 o'clock, from her late residence, corner of Cherry and Roosevelt streets. Her remains will be taken to Greenwood for interment.

On Friday morning, July 9, WILLIAM NEWCOMB.

His friends, and those of his brothers, Colin and Charles, are invited to attend his funeral, this afternoon, at 5 o'clock, from No. 24 West Twelfth street.

Drowned, on Thursday, July 8, while bathing in Long Island Sound, near New Rochelle, Westchester county, EDGAR W. FOREMAN, of the city of New York, in the 27th year of his age.

The funeral will take place at New Rochelle, on Saturday, the 10th inst., at 11 A. M.

On Friday, July 9, DANIEL D. JONES, aged 70 years.

The friends of the family are invited to attend his funeral, from No. 8 Washington place, South Sixth street, Williamsburg, to-morrow afternoon, at 2 o'clock, without further invitation.

At Red Bank, N. J., on Friday morning, July 2, REBECCA, widow of the late Henry J. Fimanns, aged 54 years.

MARITIME INTELLIGENCE.

Movements of Ocean Steamers.

NAMES.	LEAVES	DATE.	FOR
City of Manchester	Liverpool	June 23	Philadelphia.
Arctic	Liverpool	June 30	New York.
Ases	Liverpool	July 3	New-York.
Humboldt	Havre	July 3	New-York.
Pacific	New-York	July 10	Liverpool.
Sierra Nevada	New-York	July 10	Aspinwall.
Cortes	New-York	July 10	San Francisco.
Empire City	New-York	July 12	Havana, &c.
Africa	New-York	July 14	Liverpool.
Washington	New-York	July 17	Bremen.
City of Pittsburg	New-York	July 17	San Francisco.
Northern Light	New-York	July 20	San Juan.
Wm Penn	New-York	July 20	New Orleans.
Illinois	New-York	July 20	Aspinwall.
United States	New-York	Aug 14	Aspinwall.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	4 40	MOON RISES	morn 0 13
SUN SETS	7 30	HIGH WATER	eve 2 35

PORT OF NEW YORK, JULY 9, 1852.

Cleared.

Steamship Pacific, Nye, Liverpool, E K Collins & Co.
Steamship Sarah Sands (Br), Thompson, Liverpool, Howard & Sons.
Ship Caroline Tucker, Tucker, Liverpool, J A M'Gaw.
Ship Huguenot, Gardner, Liverpool, Grinnell, Minturn & Co.
Ship Hendrik Hudson, Warner, London, Griswold & Wiley.
Ship Alexander, Besse, Havre, A Seignette & Co.
Ship Germania, Wood, Havre, W Whitlock Jr.
Ship Emma Field, Thompson, St John, NB, S Thompson & Nephew.
Ship Gipsy (Br), Gover, St Stephen, NB, C Illius.
Ship Home (Br), Muir, Quebec, C Illius.
Ship Sea Queen, Manson, Rockland, R P Buck & Co.
Bark Johanna Elise (Ham), Trautmann, Hamburg, W Von Scht & Co.
Bark Alnah, York, Marseilles, Sardy & Sanford.
Bark Charlemagne (Belg), Arenda, Santa Cruz, Funch & Meinecke.
Brig Peter (Olden), Bornis, Bremen, Simes & Huffer.
Brig John Clemens (Br), Martin, Antigua, J B Gager & Co.
Brig Salisbury, Hale, St John, NB, Ladd & Church.
Brig Mary Lindsey, Galveston, Hussey & Murray.
Brig W H Stewart, Stevens, Baltimore, J & N Briggs.
Brig Swanness, Perry, Camden, Mo, Coe, Andersen & Co.
Schr Mary J Beck, Dopuy, Richmond, Van Brunt & Slight.
Schr Baltimore, Sleighton, Baltimore, J Newton.
Schr Marietta Hand, Jayne, Philadelphia, J W M'Kee.
Schr Cornelia, Young, New Bedford.
Sloop W H Owen, Kenny, Providence.

Arrived.

Clipper ship Sea Witch, Fraser, Canton, March 23, and St Helena June 8, with teas and silks, to Howland & Aspinwall. April 4, off the Great Natuna (China Sea), passed an Am clipper ship with a red signal with black ball or letter, supposed to be the Surprise; April 11, in Gaspar Straits, spoke Br bark Sir Henry Pottinger, from Shanghae; May 2, lat 26 15 S, lon 48 E, passed ship Sea Witch, and Wave, of New Bedford; July 4, lat 31 N, lon 70 W, spoke bark Emma Lincoln, from Boston for N Orleans; 6th, lat 35 35, lon 72, spoke ship Tirrell, from N Orleans for Boston; 7th, lat 38 20, lon 73 30, spoke bark Rio, of Baltimore, 11 days from Havana for Portland. The S W has been four days became N of the Gulf.

Ship Wm Witherle (of Castine), Wescott, Liverpool, May 25, with ins and sundries and passengers, to Glidding & Baker.

Ship Lochinvar (of Castine), Pillsbury, Leghorn, 70 days, with mdse and 14 passengers, to order. Spoke off Gibraltar May 16, 2d inst, off S Channel of Nantucket, spoke ship Wm Wesley (of Wiscasset), Westcott, 40 days from Liverpool for N York. The L has been 29 days to the westward of the Banks, with light winds and calms.

Ship Aregerro (Aus), Scalavini, Trieste, 78 days, with mdse and 50 steerage passengers, to J T Riley.

Ship Lancashire, Blankinship, Havre, 40 days, in ballast, with 349 passengers, to Taylor & Merrill.

Ship St Charles, Hilliard, New Orleans, 16 days, with mdse and 30 steerage passengers, to T P Stanton.

Bark Grifo (of Chatham, NJ), Drake, Calloo, March 11, via Batavia, 10 days, off Java Head, May 29, lat 7 25 S, lon 34 38 W, spoke bark St James, from Philadelphia for Rio Janeiro, all well. June 26, lat 28 01 N, lon 62 24, spoke schr Henry Vincent, 8 days from Plymouth, NC, for Barbadoes, all well, and wished to be reported.

Bark G D Emoine (of Boston), Wichenbaugh, Oporto, 40 days, with wine, &c. to Nesmith & Sons. June 23d, lat 41 N, lon 67 W, exchanged longitude with ship Probus, from N Orleans for Antwerp.

Bark Mangola, Haskell, Cardenas, July 1, with sugar, to master. 7th inst, lat 37 40, lon 71 55, spoke schr Hester Ann Sean an, 11 days from Nassau, NP, for ——, with fruit.

Bark John Bird (of Rockland), Bird, Sagua, July 1, with with sugar and molasses, to Sturges, Clearman & Co.

Bark Henry Warren (of Bath), Rairden, Sagua, 10 days, with sugar.

Bark B S Goodell (of Searsport), Herriman, Remedios, 10 days, with sugar and molasses, to Matthews, Finnegan & Fox.

Brig Isabella (Br), Tiernan, Limerick, 50 days, in ballast, with 77 passengers, to Logan & Collins. June 13, on the Banks, spoke fishing schr Red Streak, with 7500 fish; 25th, lat 40, lon 64 21, passed ship Living Age, from N Orleans for Liverpool.

Brig Menon (Ham), Tennis, Hamburg, 50 days, in ballast, with 154 passengers, to P W Byrnes & Co. Five children died on the passage.

Brig Europa (Pruss), Busrig, Bremen, 50 days, in ballast, to G J Bechtel.

Brig Antelope (Nor), Svane, Rio Janeiro, via St Croix, 13 days, with coffee, to J H Green. The A left Rio Janeiro Nov 25 for this port, after being on the coast of Africa, March 27, having experienced continual calms, and being short of provisions, bore away for the West Indies, from which place she has been forwarded by Mr R W Welch, agent of the Board of Underwriters of this city.

Brig Tribune (of Orland), Killman, Cardenas, June 30, with sugar, to master.

Brig Timothy Crosby (of Bangor) Atwood, Trinidad de Cuba, June 19, with sugar and molasses, to Geo S Stephenson.

Brig Clyde (Br), Whipple, Windsor, NS, 12 days, with plaster, to J S Whitney & Co.

Brig James Wallace, Foster, Machias, 6 days, with lumber, to Simpson, Mayhew & Co.

Schr Phenix (Olden), Siege, Hamburg, 50 days, in ballast, with 97 passengers, to Schmidt & Blatchen.

Schr Euphemia, Guide, Porto Cabello, 13 days, with coffee, &c, to S W Lewis.

Schr Victory (Br), Sweeting, Harbor Island, 9 days, with fruit, to C Ackerly. 26 inst, lat 30, lon 75, spoke whaling schr Harriet Neal, of Provincetown, 3 months out, with 100 bbls sperm oil.

Schr Acadia (Br), Barnes, Sackville, NS, 17 days, with potatoes, &c, to D Henderson.

Schr North State, Horton, Savannah, 4 days, with cotton and rice, to N L M'Cready & Co.

Schr L H Dilks, Bradley, Plymouth, NC, 5 days, with shingles.

Schr W H Smith (of Brookhaven), Jones, Wilmington, NC, 6 days, with naval stores.

Schr Rhode Island, Murray, Beaufort, NC, with naval stores.

Schr Mozart, ——, Kingston for Newburyport.

Schr Wm Gray, M'Cleave, Portland, Ct.

Schr Vintage, Handy, Boston for Albany.

Schr Leander, Nickerson, Boston for Albany.

Schr Montano, Hallett, Boston for Albany.

Schr Andrew Brown, Berry, Boston for Albany.

Schr Fashion, Coleman, Boston, 3 days.

Schr Ellen, Berrye, Boston, 3 days.

Schr J Cooley & Co, Ryder, Boston, 3 days.

Schr L Snow Jr, Snow, Harwich, 3 days.

Schr Mail, Moran, Orleans for Rondout.

Schr Empire State, Eldridge, Portsmouth.

Schr Martha Hall, Taylor, Saco, 6 days.

Schr Gazette, Wilcher, Rockland, 4 days.

Schr H C Barris, Means, Jonesport, 10 days.

Schr Kenduskeag, Bray, Calais, 8 days.

Sloop Neptune, Brackett, Rondout for Fall River.

The following arrived yesterday, but were accidentally omitted:—

Steamship Roanoke, Parrish, Richmond and Norfolk, with mdse and passengers, to Ludlam & Pleasants.

Brig Bideford (Br), Nowlan, Lanscrotte, 40 days, with mdse, to W W De Forest & Co. No date,