NEW YORK COMMON COUNCIL.

[OFFICIAL.]

BOARD OF ASSISTANT ALDERMEN, Saturday, Feb. 12, 1853.

Present—Assistant Alderman Brown, in the chair; Assistant Aldermen Tait, Mabbatt, Breaden, Woodward, Ring, Hunt, Bouton, McGown, Stewart Barker, Rogers, and McConkey—13.

PETITIONS.

By Assistant Alderman ROGERS—Of Peter Pirnie, to cancel sale of lot on Sixteenth street. To Committee on Finance.

By Assistant Alderman MABBATT—Of William Stebbins, for a reduction of tax. To same.

RESOLUTION.

By Assistant Alderman MABBATT—That the Manhattan Gas Company extend their mains in Sixth avenue from Forty-Third to Forty-fourth streets. Adopted.

FROM BOARD OF ALDERMEN.

Ordinance repealing so much of the ordinance as allows the use of Croton water for street washing, &c., after 8 A. M., from May to November, and after 9 A. M. from November to May. Concurred in by the following vote:—

Affirmative—Messrs. Brown, Tait, Mabbatt, Breaden, Woodward, Ring, Hunt, McGown, Stewart, Barker, Rogers, and McConkey—13.

REPORTS.

Of Committee on Finance—To concur to remit tax on burying ground belonging to congregation Anshi Chesed. Adopted.

Of Committee on Police—In favor of appointing two boermen in the office of the Chief of Police. Laid on the table.

Of the Committee on Lamps and Gas—To concur to light Thirty-second street, between Sixth and Seventh avenues, with gas; to light sundry streets in Nineteenth ward with oil; in favor of lighting Thirty-seventh street, between Fourth and Fifth avenues, with gas; to concur to allow the Manhattan Gas Company to lay service pipe north of Forty-second street; to concur to light Eighty-first street, between Second and Third avenues, with oil; to concur to light Thirty-ninth street, between Eighth avenue and Broadway, with gas. All adopted.

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

C. T. McCLENACHAN, Clerk.

The Charge of Smuggling on board the Steamship Washington.

UNITED STATES DISTRICT COURT.
Before Hon. Judge Betts.

FOURTH DAY.

FEB. 12.—*The United States vs. Elisha M. Fitch.*—The examination of James Hadden, storekeeper on board the Washington, continued from Saturday's HERALD:—

To Mr. Cutting—Fitch altered the course so as to come off the land, and upon that Captain Floyd ran to the wheel-house, and tried to force his arm through it, to alter the course back again; it was then that the passengers took hold of him, and carried him below; I heard Cooper ask Captain Floyd if he was tired of his life; and if so, he had better jump overboard, and not cause the death of the passengers on board.

To the District Attorney—Left the Washington in November last.

To Mr. Cutting—The charge of intoxication against Captain Fitch is untrue.

Dr. W. M. Gray deposed—That he was physician to the Washington since 1849; can't say that he ever heard Cooper make threats against Captain Fitch; it is my impression that the agents in Bremen sign bills of lading.

J. W. Halberton, merchant, Maiden lane, who was passenger on the Washington when Floyd was, deposed. This witness also testified to the difficulty that then occurred, as already given in the evidence of the storekeeper of the ship.

Thomas Lalor, clerk in a shipping office, deposed—That Cooper said to him that he would be G—d d—d if he didn't make Fitch suffer.

John K. Mathers, chief engineer of the Washington on the voyage that Capt. Floyd was on, deposed—Cooper was as active against him as anybody else; witness told him he must take the command of the ship, or he (witness) would stop the engines. This witness gave similar testimony as to the conduct of Capt. Floyd in the misdirection of the vessel; the charge of intemperance against Fitch is false.

Stephen W. West, stevedore—Was on duty at the Washington in July, 1852, and did not see any brandy casks sent away with the slush; is sure there was no cargo landed when the Custom House officers were not there; heard Cooper utter threats against the captain.

The son of the last witness deposed that he never saw any cargo secretly landed from the Washington.

J. G. Provest deposed that Cooper said to him that he would put Fitch in a bad scrape as soon as the ship got back.

W. H. Coles deposed that he had been passenger on the Washington during the difficulty with Capt. Floyd; I left the ship at Milford Haven, in consequence of the conduct of Capt. Floyd; he went up the Bristol Channel instead of the English Channel; I had a conversation with Cooper; he stated how near—one hundred yards—we were from the rocks; he stated he had informed Capt. Floyd of it, and he paid no attention to it; and he said that he remarked to the captain, that if he did not value his own life, he (Cooper) did his, and he stopped the ship; I said to Cooper that I thought Capt. Floyd an intemperate man, and Cooper agreed with me; I made the observation from what I had seen; I made previous voyages with Capt. Floyd, and I found him very much changed; Fitch is what I would call a temperate man; I have heard Cooper speak very bitterly against Capt. Fitch, as an injured man, by not letting him have the situation of first officer.

Wm. R. Beebe (City Judge) deposed that he knows Capt. Fitch; was requested to be a third party on investigation before the Mayor and Capt. Tyson, against Capt. Fitch and Capt. Floyd; all charges against Capt. Fitch were abandoned; I understood the charges against Fitch to come from Floyd, backed by the evidence of Cooper; Capt. Floyd said he had no charge against Capt. Fitch; Cooper was present, and Cooper made no charge of smuggling against Capt. Fitch; I think this was in September.

To the District Attorney—No affidavits were read charging Capt. Fitch with smuggling; I was there simply to investigate Capt. Floyd's conduct.

Edward Hincken, of the firm of Boyd & Hincken—I know Cooper; he had been two years in our firm, and not five years, as he stated in his evidence; witness gave him a certificate of five years' service, on his statement that he had been five years in our ships; I have no record of his being with us except for two years.

His Honor Mayor Westervelt examined by Mr. Cutting—Deposed he was interested as part owner of the steamship Washington; I believe Cooper was first officer for one voyage; he came to me soon after the Washington left on the return voyage, after he had left her; he made no complaint against Capt. Fitch; he never made the slightest allusion to Capt. Fitch having smuggled; his object appeared to be to get the credit of getting the ship off Bishop's rocks, and he had a document signed by a number of the passengers, which gave him the credit of having done so; it was some time after the Washington left, that I first heard of the charge of smuggling; Cooper never at any time made a complaint against Capt. Fitch; I never heard of any charge against him for intemperance.

To the District Attorney—I am part owner of the Washington, and it is my impression she is now under libel for condemnation.

Mr. Cutting would admit that, and of course the District Attorney would admit, if she was confiscated, Cooper would be entitled to part of the proceeds.

Wm. Tyson, one of the Directors of the Ocean Steam Navigation Company—I know Cooper; I never turned him out of my office for making charges against Captain Fitch; though he may have stated so, I never did it; he came to me and told me that Captain Fitch was intemperate, and conducted himself improperly towards the female passengers; he made no charge of embezzling or of smuggling at that time; he said he considered himself entitled to be first officer; I explained to him that the directors had decided that he was not competent; he seemed to think that Captain Fitch had swayed the whole of the directors against him; I do not know that he made any threats; he was excited.

To the District Attorney—It was a month after that that he first made the charge of smuggling against Captain Fitch.

George H. Howard was one of the day inspectors of customs on board the Washington, in July, 1852; went on board immediately on her arrival; was there the following day, and until she was discharged; was on board at sunrise; did not come the morning following till seven o'clock, but found one of the officers there when he went; seems to me ridiculous to say that casks of brandy could have been put ashore in the day time without my seeing them; there never was any application made, by Captain Fitch, to me, to land any casks; he asked me to pass a portion of one box of oil, about six or eight pint bottles, and I did so; I should not consider it wrong, nor could it be so considered by our department.

To the District Attorney—Could not swear whether any casks were put over the side of the vessel in July, 1852; I did not see, that I recollect, any casks put over.

Ch. H. Sand sworn—I am one of the directors of the Ocean Steam Navigation Company; Cooper was violent against Capt. Fitch; I told him if he had anything against Capt. Fitch he must keep cool; he then left the office; he accused Fitch, in general language, with smuggling, and said if we did not discharge him he (Cooper) would get justice done; that he would stop the vessel; as far as I have known Capt. Fitch his character is excellent; we engaged him upon the recommendation of Mr. Westervelt, the present Mayor; Capt. Tinker and Alexander Wylie gave Captain Fitch a general good character.

Mr. Thompson deposed—Was day officer on board the Washington in July; was on board all the time except on the 9th and 10th, when Mr. Northorp took my place.

Mr. Slater, engineer of the Franklin, deposed—That from what he has heard people say of his general character, he, witness, could not believe him on oath; has a good deal of doubt of the man, because he was celebrated for lying; as to his habits of intemperance, I have seen him drunk on deck when he had charge of the ship.

Robert A. Adams, lawyer, deposed to threats being used by Cooper against Capt. Fitch; witness knew Fitch since 1849; his general character is very good.

Dr. Gray was recalled, and said that, from Cooper's general character, he would not believe him under any circumstances whatever; his character is generally bad; I would not believe him on oath.

To the District Attorney—That's the general character since 1849.

Mr. Mathew's gave similar testimony.

Mr. Terry, first engineer of the Washington, also deposed that Cooper's general character is bad; and he would not believe him on oath.

To the District Attorney—He has had that reputation since March, 1848, when I was on board the Hermann with him.

S. W. West and his son also deposed that they would not believe Cooper on oath.

John S. Roger and C. G. Fleet, engineers of the Washington, deposed that Cooper's character is bad; would not believe him on oath.

Mr. Cutting read the affidavit of Cooper, dated August, 1852, in which he swore that he did not know to whom the segars belonged.

The testimony being now closed, the court adjourned at ½ o'clock until Monday morning, at 11, in consequence of the engagement of Mr. Cutting in another important case.

VERDICT OF MURDER IN BOSTON.—The jury summoned by Coroner Pratt, to hold an inquest upon the body of Thomas Roberts, who was found dead in a stable in Hudson street on Monday morning last, rendered a verdict, yesterday afternoon, that he was murdered and robbed of his money in the stable of Messrs. Roberts & Piper, the murder being committed by the infliction of wounds on the head with some instrument in the hands of some person to the jury unknown.—*Boston Advertiser, Feb. 11.*

United States Commissioner's Court,

Before John W. Nelson, Esq.

CHARGE OF STABBING ON BOARD THE SHIP CELESTIAL EMPIRE.

FEB. 11.—*The United States vs. John Armstrong.*—This case was to day brought to a close—having been under investigation for the past two or three days. The following is a sketch of the evidence adduced by Mr. Ridgway for the United States:—

Richard Clark, being sworn, deposed that he was second mate of the ship Celestial Empire—Armstrong shipped at Liverpool, as able seaman; on the 3d of January, at sea, about one o'clock in the afternoon—it was my watch on deck—one of the passenger girls, about twenty years of age, came to me crying, and said she could get nothing cooked at the passengers' galley because of the sailors; Armstrong was there skylarking; I went into the galley and told him to go out; he said he would not; and I slapped him in the face with the palm of my hand, and told him not to go among the passengers; it was against the rules of the ship to be with them; I turned to go aft, and as I did so the prisoner stabbed me three times with a dirk knife; the first and third thrusts only cut my clothes, but the second one entered the left side of my back, near the lower part of the heart; (the wound and the dagger—a new sharp pointed one—shown to the Commissioner). I fainted away and was carried into the cabin by the carpenter and one of the passengers. It was twenty-nine days before I could come on deck, and was in a very critical condition about eight days; it was necessary to dress my wound three times a day, which was done by Captain Pierce. I had had no trouble with Armstrong previously; did not before know that he carried a dirk besides his sheath knife; on coming out from Liverpool the crew were called aft and cautioned against interfering with the passengers in any way; Armstrong was disobeying this order at the time of the difficulty, and that is what occasioned it; I did not strike him with severity.

Cross examined by prisoner's counsel.—I walked away two or three steps after slapping him; left him between the galley door and the forecastle door; again I went to him and told him that it was his watch below—to leave the passengers alone; I then had a belaying pin in my hand; did not flourish it, or make any attempt to strike him; never had struck him before, and had had no quarrel with him.

Jeremiah Lay, the carpenter, testified—I saw the second mate and Armstrong on the forecastle; Clark had a belaying pin in his hand, beckoning to the man to go below; I stood there till the second mate threw the belaying pin on the deck and turned aft; I then also turned to go to my work, supposing the trouble was over; heard a scream and saw Mr. Clark run towards me and fall in my arms, saying, "Carpenter, I'm stuck; go call the captain and mate;" Armstrong followed him up, and, as I was supporting the second mate, raised the dirk in the attitude of striking him again; I told him not to strike the mate again; it was a very dangerous stab, and Mr. Clark was confined to his room several weeks.

Alexander Cowe being sworn, testified—I was a passenger on board the Celestial Empire; I saw the second mate come along by the starboard side of the ship; a girl was crying; he asked her what was the matter; don't know what she replied; mate went into the passengers' galley; next I saw Mr. Clark order the prisoner into the forecastle; saw mate shove him with his hand; he had a belaying pin, but did not use it; mate turned to go away; prisoner said, "If you use a weapon I will too"; this was before the mate struck him; the prisoner took out this dirk knife from his breast, and the mate retreated; he had turned away and gone a few steps, when Armstrong followed him up and stabbed him, and then put himself in the attitude to do it again; the mate had his face toward the side of the vessel when he was stabbed, and the prisoner behind him; Mr. Clark did not use threatening language to Armstrong; he merely spoke in his usual tone of voice.

For defence, Alexander McClellan deposed—I was a sailor on board; Clark came and shoved Armstrong out of the galley, and struck him with his fist; then took a belaying pin and said he would knock his head off if he did not clear out; then backed him up to the fore hatch, and the prisoner told him to keep off; I did not see the stab made; saw Armstrong make no blow, but he had one hand in his bosom when he told Mr. Clark to "keep off."

Samuel Cox, another sailor, testified that he heard the alarm, and stood up to see the muss; that's all I know about it; did not see Armstrong stab the mate.

Cross-examined by Mr. Ridgway:—Mr. Clark said "I'm stabbed;" Armstrong took the dirk from his breast; only saw him make one cut at the mate; the stab was given by the hips; the carpenter came and took Mr. Clark aft.

Resumed—Second mate said, "You useless son of a b—h, I'll kill you;" both were going towards each other; saw Clark throw the belaying pin away and say he was stabbed; they were both scolding one another; the carpenter was not there at all; he was aft, making a scotchman for the after rigging.

Cross-examined—Am positive the carpenter was aft making a scotchman; saw him there a quarter, a half an hour, or an hour, before; did not see the carpenter forward; can't say positively whether the carpenter was aft making a scotchman.

Upon hearing the evidence and counsel on both sides, the Commissioner said he considered the case as fully proven, and held the prisoner for trial.

EXTRAORDINARY CASE—REMARKABLE DEVOTION OF A MISTRESS TO HER SLAVE.—We have recently learned the particulars of a very strange history—one of the strangest which the working of the "peculiar institution" has yet brought to light. We have heard of masters belonging to their slaves, but we never heard of a slaveholder running away with his slave in order to give him his liberty. The following are the particulars:—Nancy, a few years since a bright-eyed mulatto woman, the slave of a gentleman residing in Anson county, North Carolina, fled to the free States, which, after unusual hardships, and the exercise of more heroism than is usually attributed to her race, she succeeded in reaching. She left behind a husband, who was also a slave, belonging to a Mrs. K., of the same county. To this husband Nancy was strongly attached; and though she was well situated in this State, could give herself no peace until she had resolved to return and attempt his rescue. The long and weary journey to her old home was made on foot, and by night. Arrived near the residence of her husband's mistress, she lay concealed for more than a week in the mountains before she could safely procure an interview. But her husband lacked courage. He dared not risk the attempt to flee; and it was several weeks before this black Macbeth's courage could be "screwed to the sticking"—or rather to the running—"point." At last he fled, and had nearly reached the Cumberland gap, when he was overtaken and captured. His mistress, by the way, was willing he should escape, but she was in fear of her heirs, who, indeed, were the parties who chased and captured the slave. Nancy escaped and returned here. The aged mistress of the fugitive was so affected by the devotion of Nancy and the desire of the husband to be reunited, that she conceived the strange idea of herself running off with her own slave for the purpose of bringing him to a free State. The preparations were made with the greatest secresy, and carried out with so much skill and prudence, that she succeeded, and lately passed through this city, on her way to the residence of Nancy, who is now living with her husband. The old lady left what property she had, beside this slave, in North Carolina, and has made no attempt to regain it; She is now permanently settled in this State, and is supported by the charity of her neighbors Our informant, whom we met yesterday, on his way from the South to the residence of Mr. K., thinks that there will still be an effort to regain possession of the slaves.—*Cincinnati Gazette, Feb. 9.*

MORE SPECULATIONS ABOUT SAMANA.—A private correspondent writes to the *Precurseur d'Anvers*, under date of Paris, January 12:—"Letters received from Spain, and shown to-day on the Exchange, seem to throw a new light on the occupation of Samana by our squadron, which has given so much uneasiness to the American press. Spain has always reserved her rights to her old possessions of St. Domingo, and she has not allowed them to be ignored either by the Haytian or the Dominican republics. Well, Spain has given over those rights to France, to cover some important debts, and it is in consequence of this cession that our squadron has begun by taking possession of Samana. Such is the meaning of the Spanish letters mentioned above, and I must add that they find credit with a great number of readers."

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

SUNDAY, Feb. 12—6 P. M.

The stock market during the past week has been active, and prices have, as a general thing, tended upward. At the close yesterday quotations ruled higher than at the close of the previous week; but the backbone of the market appears to be broken. Everything in Wall street is so uncertain, and great changes occur so suddenly and so frequently, that it is impossible to tell what course prices may take next week. Money is abundant, and rates are likely to be considerably lower than those ruling at present; but there is evidently a growing feeling of distrust in the character and value of certain stocks on the market. For some time past new stocks have come up like mushrooms, and they are a good deal of the mushroom order. The *modus operandi* of getting up these stocks is well known in Wall street, it having been practised for years. There is hardly a bank, insurance company, railroad, steamship line, or mining company in the street, which has not had its capital made up in some hocus-pocus way. The system is as old as the oldest incorporated company in existence. Speculators in everything have a way of clearing the law in all their operations. Of the numerous coal, copper, lead, zinc, gold, silver, and iron companies which have, within the past year or two, been brought into Wall street, not one in a dozen have possessed an iota of the value represented by the capital stock. These companies have started with capitals ranging from one hundred thousand dollars to two, three, and five millions of dollars, and in many instances not five per cent have been or ever will be paid in. It is true, that as a general thing operations to a greater or less extent have been commenced; but thus far, few of them have shown any results, and what is still more unfavorable, or unfortunate for many now interested, the prospect is at present by no means flattering. The great mistake made in these new projects is in anticipating immediate results. The public are given to understand that a few weeks or months will suffice to develope the resources of these companies to an extent that will guaranty good returns on the investments; whereas it will, in fact, require almost as many years to bring those which actually possess value up to moderately paying points. There are, undoubtedly, grand exceptions; but time only will determine which are really good, which are really bad, and which are indifferent.

The new coal stocks of the Cumberland region which have been put upon the market have been inflated largely, and to a moderate extent have become distributed among outside parties, at prices ranging all the way up from the lowest to the highest points. The reports, or rather extracts from the reports, of these companies, which have from time to time been published upon the authority of individuals representing each corporation, have, perhaps, given fair and just accounts of the property purchased, and its prospective mineral wealth and resources. As for the capitals named, they are merely nominal. The representations made by the parties originating these projects may be exaggerated and they may not; they may be realized to the utmost, and they may not; but outside speculators have been as capable of judging as any other class, or any individual outside of the private parlors of the boards of directors. There has been a demand for new stocks, and no one can say they have not been liberally furnished. We have no doubt many more, which have not yet been heard of, will soon make their appearance in the street. Their race will soon be run—their errand done. They will then disappear and give place to others. There is, in times like these, an appetite for new speculative projects, and it must be satisfied. The only way to moderate the evil is to feed it with the best material we can get. Mining stocks have been created for this purpose, and coal stocks have been selected in preference to all others. No one can doubt the ultimate value of good coal stocks for permanent investment; but the difficulty is, in making the selection, to tell which is good and which is bad. The consumption of coal in this country is progressing with such rapid strides, that all the most prominent sources of supply must ultimately become immensely valuable; but that time is, unfortunately for holders of coal stocks of the present day, a long way off. Railroad stocks have had their day in the speculative world. They have been run up and down, as the bulls and bears obtained the ascendency. They have at times been enormously inflated and ruinously depressed. Immense amounts of money have been lost. After all these fluctuations, railroad securities generally have settled down upon a sound, solid, substantial basis, and speculators have been forced into other stocks. Mining stocks, particularly coal stocks, have taken the place of railroad stocks. They will have to pass through the same phases, and will eventually reach the same position.

According to the European advices brought by the Niagara, money was still in demand, without change in rates, but there was less activity in American stocks. The Liverpool cotton market was firm, and prices for American had advanced one-eighth of a penny per pound. Provisions were active, and pork had advanced, but, owing to the liberal supply, breadstuffs were quite dull, and a decline had been submitted to. The demand for sugar and coffee had greatly improved, and a good business was doing.

The exportation of specie from this port last week amounted to $352,627 15, (all shipped by the steamship Franklin to Southampton and Havre). Previously reported this year, $949,764. Total in 1853, to February 11th, inclusive, $1,302,391 15.

The gross revenue of the York and Cumberland Railroad Company, for the month of January, 1853, amounted to $6,490 28, against $2,860 13 for the same month in 1852. Increase in January, 1853, $3,630 15.

The annexed statement exhibits the quantity and value of articles other than dry goods imported into this port during the week ending and including Friday, Feb. 11, 1853:—

COMMERCE OF THE PORT OF NEW YORK—WEEKLY IMPORTS.

	Pkgs.	Val.		Pkgs.	Val.
Baskets	27	$3,203	Glass	888	$3,255
Books	38	6,679	Colored	200	952
Bottles	—	3,848	Plated	50	6,188
Bristles	14	3,171	Polished	44	1,801
Brushes	41	10,428	Ware	54	1,831
Buttons	57	14,748	Hair	209	18,026
Butter	601	6,864	Manufac'd	24	7,698
Burr blocks	523	487	Hats	53	13,654
Do. stones	308	1,282	Hatters' goods	20	17,533
Cheese	359	3,629	Hemp	50	269
China ware	319	17,888	Honey	448	8,811
Do. clay	92	484	India rubber	79	3,401
Clocks	33	3,472	Instruments—		
Coal, tons	604	1,876	Musical	57	9,898
Coffee	5,944	65,359	Optical	7	2,859
Cologne water	24	2,101	Jewelry	10	6,959
Cornelian rings	3	825	Leather	17	3,331
Corkwood	95	498	Boots & Shoes	11	1,675
Cement	20	143	Dressed skins	194	45,177
Dagtp. plates	32	8,403	Undressed do.	—	66,411
Demijohns	600	167	Patent leather	14	5,544
Drugs—			Liquors—		
Ammonia	16	1,049	Ale	723	5,980
Anise oil	10	830	Brandy	71	2,935
Aniseseed	22	434	Cordials	50	399
Annatto	10	183	Gin	165	8,244
Argols	78	6,031	Marble	181	6,677
Arrowroot	11	198	Manuf. of	19	632
Arsenic	120	733	Mares grease	109	3,350
Bilug powds.	295	3,719	Metals—		
Bronze do.	3	491	Brass goods	16	3,757
Borax	368	7,668	Cop. sheath.	150	22,137
Brimstone	1,574	4,201	Per. caps	19	3,408
Calomel	1	252	Bars	3	529
Chickory	30	352	Iron, tons	1,095	48,671
Carb amon.	47	2,123	Hoop, pkgs.	2,365	2,500
Castor oil	2	100	Pig, tons	1,193	16,684
Colombo rt.	70	327	RRiron, brs.	8,823	61,340
Cream tart.	93	15,919	Sheet do.	2,619	8,235
Cudbear	21	396	Tubes	305	863
Essentl. oils	28	1,876	Chains	133	4,700
Extracts	2	196	Cutlery	79	40,734
Gelatine	8	512	Guns	42	3,693
Gentian root	30	176	Hardware	737	60,390
Gum Arabic	20	744	Nails	149	2,013
Do. Damar.	24	1,044	Needles	4	1,753
Do. Myrrh.	4	203	Saddlery	19	3,833
Harlem oil	100	246	Wire	404	3,444
Hyd. potash	2	418	Lead	6,801	28,872
Ipecac	5	523	Plated ware	29	3,985
Jalap	12	980	Platina	2	2,207
Kreosote	4	314	Old metal		2,929
Licorice pst	630	16,586	Spelter	701	464
Do. root	233	1,900	Steel	1,621	24,710
Madder	260	37,658	Tin	10,937	89,644
Manna	13	727	Do. foil	4	251
Ochre	50	292	Zinc	100	4,916
Oil Bergmt.	7	2,057	Molasses	958	13,829
Do. Lavend	4	201	Mustard	460	774
Opium	28	10,228	Oil—Cod	106	1,426
Orris root	3	192	Linseed	446	26,895
Oxalic acid	5	400	Palm	164	6,616
Peruv. bark	33	2,926	Olive	4,280	11,522
Phosphorus	5	254	Rape seed	76	4,050
Quinine	21	2,806	Paints	60	1,511
Reg. antim.	10	568	Paintings	11	2,260
Soda ash	357	8,864	Paper	29	2,518
Sulphur	265	2,947	Hangings	96	9,539
Sumac	3,250	11,825	Perfumery	15	1,819
Tart. acid	24	2,434	Pipes	190	118
Ultramarine	11	1,265	Polish. stones	4	205
Valerian r's.	11	460	Port monnaies	17	6,070
Vermillion	13	674	Prec'us stones	3	1,598
Y'w berries	6	764	Rags	1,355	19,331
Other drugs	101	1,160	Rattans	2,000	392
Dyewoods—			Salts, sacks	7,800	5,716
Fustic, tons	38	853	Do. bushs	4,400	
Logwood, do.	65	549	Seeds—Canary	525	1,564
Earthenware	791	21,439	Cardamon	2	360
Emery	143	890	Carraway	15	176
Engravings	7	5,900	Linseed	200	656
Fans	50	6,846	Mustard	87	965
Fire crackers	2,500	1,963	Soap	3,034	7,659
Fish—			Spices—		
Cod	101	289	Cinnamon	33	1,091
Hake	84	144	Stationery	27	4,583
Herring	2,972	6,169	Segars	417	82,795
Mackerel	302	2,266	Sugar	434	21,356
Salmon	48	470	Snuff	24	158
Sardines	340	6,085	Plumbago	240	2,386
Fruit—			Tallow	407	5,682
Almonds	2,814	17,552	Tea	31,091	317,239
Chestnuts	62	250	Tobacco	194	2,443
Citron	8	470	Toys	354	6,750
Cocoa	240	818	Watches	30	32,391
Figs	18,269	5,010	Wine	1,467	6,391
Filberts	350	1,768	Champagne	6,713	39,748
Lemons	8,125	9,153	Woods—		
Nuts	103	695	Cedar	260	1,417
Oranges	—	9,147	Mahogany	1,462	3,372
Preserves	274	2,283	Rosewood	168	2,595
Prunes	87	820	Willow	1,028	791
Raisins	4,550	3,325	Wool	2,240	108,002
Walnuts	509	4,306	Do. waste	151	3,511
Furs	288	55,668	Import'ns not in above	60	3,410
Furniture	9	1,030			

Total value of merchandise put on market second week in February	$2,016,029
Total value of dry goods put in market second week in February	2,173,895
Total	$4,189,924
Total importation first week in February	4,591,564
Total two weeks in February, 1853	$8,781,488

The principal items of importation during the week were as follows:—Segars, $82,795; coffee, $65,359; madder, $37,658; furs, $55,668; dressed skins, $45,177; undressed skins, $66,411; iron, $48,671; railroad iron, $61,340; hardware, $60,390; tin, $89,644; tea, $317,239; wool, $108,002.

The total value of importations in February, 1852, was $10,035,171. In two weeks of the month this year the value of imports has been $8,781,488. In the event of the last two weeks of the present month bringing a corresponding importation, the aggregate will exceed that of any month in 1852. It will be seen by the above table that the arrivals of tea continue large; but they have fallen off very much compared with last week. The receipts of wool were unusually heavy, being the second item, as regards value, on the list. Unfortunately, our exports continue limited, and we do not see how large shipments of specie can be prevented. The movements of cotton from Southern ports may have been active enough to keep up sufficient supplies of sterling bills to keep down rates in this market; but as they are usually of a class that does not command top prices, and are not favorites with many remitters, it is very likely that, under the most favorable circumstances, shipments of specie to a continual extent will continue. We are now at the very zenith of the importing season, and we may expect great activity for a few weeks. The aggregate may not be so great as appearances now would indicate.

The importations into this port, during the week ending February 11, have been as follows:—

Barilla, 21,780 pounds; beer, 1,045 casks; bark, 28 pounds; butter, 497 firkins; bleaching powder, 65 tierces; cocoa, 621 bags; coffee, 16,497 bags; coral, 386 tons; chalk, 70 tons; drygoods, 7,713 packages; dyewoods, 34 tons fustic, 189 pieces do., 461,000 pounds logwood 181 sticks Gaudelquiver wood; drugs, 1,560 cantara brimstone, 30 casks, 25 tons, do., 65 casks flour sulphur, 110 barrels, 15 tons, 60 cases do., 200 bundles, 451 boxes licorice paste, 38 casks argols, 618 casks, 133 tierces soda ash, 213 bags gum, 112 casks cream tartar, 100 boxes and 100 casks chemicals, 32 bales anniseed, 30 bales gentian root, 100 boxes, 83 barrels borax, 119 bundles licorice root, 32 cases opium, 11 half barrels arrow root, 6 cases yellow berries, 20 casks, 6 bales senna; dyes, 155 casks madder, 2,950 bags sumac, 122 ceroons indigo; fruit, 20,742 boxes oranges, 6,205 boxes lemons, 854 boxes and bales almonds, 30 barrels, 4 kegs, olives, 131 boxes, 57 cases, 14,262 drums figs, 134 boxes, 569 cases, 67 cases, plums, 50 half barrels, 9,470 boxes, 588 half boxes, 5,533 quarter boxes raisins, 250 bags filberts, 875 bales, 100 cases walnuts; fire crackers, 3,500 boxes; feathers, 108 bales; fish, 1,851 bbls. herring; 310 bbls. mackerel, 38 half bbls. do., 150 bbls. pickled cod, 1½ bbls. trout, 51 bbls. halibut, 280 barrels salmon; honey, 189 barrels, 221 tierces, 11 hhds; hats, 12 cases; hops, 32 pockets; hemp, 1,899 bales, 15 wenches; hides, 28,752 hides, 11 bales goat, 451 sheep skins; horns, 16,934. iron, 16,685 bars railroad, 28,654 bars, 4,811 bundles, 205 bundles hoop, 480 bundles sheet, 800 packs Russia do., 79 tons scrap, 1,497 tons pig, 163 bundles scroll; leather, 18 cases, 3 bales calf skins, lead, 5,643 pigs; mats, 1,200; marble, 12 blocks; molasses, 792 hogsheads, 152 tierces, 145 barrels; matting, 2,916 rolls; oil, 1,990 boxes, 2,110 baskets olive, 5 cases oil of almonds, 30 casks cod, 473 casks linseed oil, 25 barrels do.; palm leaf, 945 bundles; paint, 18 boxes, 20 kegs vermillion, 70 casks black lead, 117 casks paint; rags, 1,994 bales; rattans, 36 bundles; spelter, 9,729 plates; spirits, 16 hogsheads brandy; 10 puncheons whiskey; salt, 1,230 barrels, 5,615 sacks; soap, 3,315 boxes; sardines, 295 cases; sugar, 195 boxes, 38 barrels, 682 hogsheads; segars, 9,066 boxes, 11 barrels, 115 cases; seed, 744 bags canary seed, 107 bags mustard; steel, 663 boxes, 326 bundles; tin, 3,140 boxes tin plates, 1,000 boxes terne, 150 slabs tin; tea, 60,288 packages; tallow, 8 pipes, 64 half pipes, 107 boxes; tapioca, 60 barrels; tobacco, 88 bales; wood, 1,730 logs, 519 crotches, 727 pieces mahogany, 26 dozen rosewood, 264 logs cedar; wax, 12 bales; wool, 1,588 bales, 31 chiquas wool; wine, 5,641 baskets, 1,003 cases, 32 boxes, 11 casks, 550 barrels, 200 quarter casks; zinc, 100 casks.

The annual report of the Western Massachusetts Railroad Company gives the annexed exhibit of receipts, expenditures, &c., during the last fiscal year:—

WESTERN MASSACHUSETTS RAILROAD.

Receipts.

From passengers	$615,480 87
From freight	685,062 85
From mails and other sources	39,329 37
Total	$1,339,873 09

As compared with 1851, there is an increase of $12,274 in receipts from passengers, a decrease of $29,300 in freight, and an increase of $3,005 from other sources. The expenses for the year have been $656,678 17; of which $158,988 01 were for repairs of readway, $48,208 81 for repairs of engines, $74,388 81 for repairs of passenger and freight cars, $376,804 15 for transportation expenses, &c. The net earnings of the year were $683,194 92, of which, after paying 6½ per cent dividend to stockholders, interest, &c., there was a balance of $9,291 94, which was carried to credit of contingent fund, which fund now amounts to $137,413 53. The total value of the Western Sinking Fund is $773,343 32; and of the Albany Sinking Fund, $349,155 81, making a total of both funds of $1,122,499 13—an increase of $112,532 74, in 1852. The total receipts of the Pittsfield and North Adams Railroad were $22,308 22, requiring $4,691 78 from the funds of the Western Railroad to make up the guaranteed dividend of six per cent. The Committee of Directors, to whom was referred the report of the Investigating Committee, relative to the expediency of removing the office of Treasurer and President to Springfield, reported against a removal. The operations of the Auditor's Department for the year 1852, continue to prove the usefulness of the system of examination. The amount of outstanding freight bills uncollected, in 1852, amounted to only about $1,000.

At a recent meeting of the stockholders of the Vermont and Massachusetts Railroad Company, it was voted to accept the act of the Legislature, authorizing an issue of preferred stock. The act provides that the company may issue 12,000 shares, at not less than $100 per share, upon which five per cent interest must be paid out of the first earnings of the road, forever. This act is rendered necessary on account of the embarrassed financial position of the company, it having $952,300 mortgage bonds falling due in 1855, $49,200 in June, 1853, and $104,211 bills payable. For two years past the directors have leased eleven miles of their road, lying between Fitchburg and South Ashburnham, to the Cheshire Railroad Company, they using it in common together. The directors asked for confirmation in the contract, and for authority to continue the lease after the present one shall expire, if they see fit. The President stated that the road had been run two years by the company themselves, and two years conjointly, under the lease. The first year the rent amounted to $32,000, and the second, it advanced to $38,000, and had been far more profitable under the lease than it was before. After some little opposition and explanation, the authority requested was unanimously granted.

The first annual report of the Springfield, Mount Vernon and Pittsburg Railroad Company gives the annexed statement of the available resources.

SPRINGFIELD, MOUNT VERNON AND PITTSBURG RAILROAD.

County, city and township subscriptions	$270,000
Individual subscriptions along the line	475,000
Subscriptions from abroad, proposed and part secured	475,000
First Mortgage Bonds, Western Division, issued	500,000
" " " Eastern do, to be issued	500,000
Total	$2,220,000

It is said the cost of the work will not exceed the resources. The length of this line is about 115 miles, and the distance from Cincinnati to Pittsburg is about 345. The heavy work on the line between Springfield and Delaware is in a state of forwardness, and the whole line between these points will be ready to receive the rails some time in the month of April next.

CITY TRADE REPORT.

SATURDAY, Feb. 12—6 P. M