DECISIONS IN ADMIRALTY.

United States District Court.

Before Hon. Judge Betts.

MAY 4.—*George Dobson vs. the Steamboat Huguenot, her tackle, &c.*—The steamboats Essex and Huguenot came in collision off Castle Garden. The two boats were running up the river on courses which would cross before either boat could reach pier No. 1. The Essex was entitled to keep her way, being the leading boat. The Huguenot approached her within a few yards before stopping and backing her engine. The testimony directly conflicts as to the movements of the boats subsequently. The witnesses on one side swear the Huguenot kept on a headway, and ran bow on into the Essex. The greater number of witnesses testify that the boats could have gone clear if the Essex had not changed her course, and edged off westward upon the bows of the Huguenot. The Court must be governed by the weight of the evidence, and accordingly holds the Huguenot not liable for the damages which ensued; but the Huguenot was clearly blameable for pushing up so near the Essex before stopping, and thus incurring the risk of a collision if the latter swerved from her course. The fault of the Essex will bar her recovering damages, but the improvident act of the Huguenot should take from her owners all claim to costs. Decree for claimant without costs.

William Bordman vs. 178 *Casks of Linseed Oil.*—The bark Henry was wrecked off East Hampton, on the south shore of Long Island, laden with a cargo of linseed oil. Her cargo was taken out of her and brought to New York by the libellants. It was decided by the Court that the allegations of the libel were substantially supported by the proofs, and that the main averments of the answer were disproved—that the vessel was stranded and in distress, and the cargo in peril of loss, and that the relief afforded by the libellants was a meritorious salvage service—that the vessels and apparatus employed by them in aid of the service were fitted to and proper for the service required—that the salvage was conducted with fidelity, despatch, and skill, and that no act of embezzlement of cargo is proved against the salvors. Decreed that libellants recover one-fourth of the value of the cargo saved, after deducting from the gross amount the costs of suit, and the moneys paid the wreck master and shore laborers for their aid. Order of reference to a commissioner to ascertain the value of the cargo.

Alexander T. Harrison vs. the schooner Susan Ludwig her tackle, &c.—The schooner was sold by order of her master, at auction, at St Thomas, under the assumption of a case of extreme necessity, and that her total lost would follow without such step. Held that the master has no power to sell a vessel of his own authority, unless it appears on the spot that such sale is indispensable, and there be satisfactory evidence that he proceeded in entire good faith. The evidence of the master to the necessity and the uprightness of his own conduct is of cardinal importance, and the clearest reasons must be furnished for not producing it. He is bound to use the credit and means at his command to preserve the vessel; and also to communicate with his owners, and repair the vessel so as to bring her to the best port of repair practicable; and cannot sell her merely on his judgment or that of surveyors; that her sale would best promote the interests of her owners. The master's powers in such case are strictly limited; and the more modified rule of maritime law in that respect does not depart from the fundamental principle, that the necessity of a sale must be of so urgent a character as not to admit of any other alternative without imminent hazard of a total loss. This vessel had not been disabled at sea; she was safely anchored and not exposed to any immediate peril; she was of a feeble structure and adjudged not seaworthy, and was liable to destruction by being worm-eaten; but it does not appear in the proofs she could not, with slight repairs, have been brought to the United States, or that she would have been materially worse if she continued in her then situation until her owners were heard from. Her hull, and spars with small bower anchor were sold for $40. Held that the libellants are not divested of their ownership by the sale, and that a decree be entered to deliver the vessel to them. Question of costs reserved.

Thomas O. Larkins, et al., vs. the steamboat Brother Jonathan, her tackle, &c.—The libellants claim a right to the ship as creditors, by virtue of liens upon her. The building of this ship, with others, was projected by an association, of which the libellants, J. Howard & Son, and others, were parties, and J. Howard & Son their agents. She was registered on the builders' certificate in the name of the claimant, March 17th, 1851. The libel avers that J. Howard & Son, "being the owners in their own behalf and in trust for the libellants," contracted to sell her to the claimant. That agreement, dated November 18th, 1850, purports to convey no more than "the interest of J. Howard & Son in the vessel," and there is no documentary proof in this cause that they owned the ship or held any part of her in trust for the libellants. The agreement of November 18th, 1850, reserved a lien on the ship to secure the payments stipulated to be made by the claimant. But it contains no conveyance of the ship to J. Howard & Son, by the claimant, in case those payments are not made, nor does it stipulate a right on the part of J. Howard & Son to the possession of her in any case. If that arrangement, or the consideration upon which it was founded, amounted to an equitable mortgage of the ship, such an encumbrance cannot be enforced in admiralty by a possessory action. Furthermore, if the sums of money stipulated to be paid by the claimant were all expended upon the building of the ship, and such advances are maritime liens, this being a domestic ship they would be so as to her only by force of the State statute, and immediately ceased on the ship's going to sea from this port. The libellants not having shown a legal title to the ship, and proceeding on their right as assignees of the lien or encumbrance claimed by J. Howard & Son, their case is not within the cognizance of a Court of Admiralty, and the libel must be dismissed, with costs.

Edward Knox vs. the steamboat Dallas, her tackle, &c.—The steamboat belonged to this port, and was supplied with various apparatus connected with a steam engine, with a view to carry out patented inventions for the propulsion of vessels. The inventions, if practicable, did not prove useful, and the apparatus was abandoned. The libellant was employed by an agent of the owners, (being also patentee of the inventions and part owner of the vessel,) and by the master, to furnish and put up the copper work, pipes, &c., connected with the apparatus and steam engine. After the project of fitting out the ship with the proposed engine and apparatus was abandoned, the present claimant took the management of her, had all the works removed, and the ship equipped as a sailing vessel. He admits a part of the libellant's demand to be payable by him, and has always been ready to satisfy it, but the libellant declined to accept part payment. The defence is that the equipment put upon the vessel in the first instance was merely an experiment by the patentee, at his own charge, and was no lien on the vessel, and utterly useless to her owners. Held that a mechanic is only responsible for the sufficiency of his materials and work when supplied conformably to orders. The law does not impose on him a guaranty that they shall answer the expectations or purposes of his employer. This is especially so in respect to new inventions, when mechanical skill is employed to carry out a supposed discovery, and the mechanic only acts pursuant to instructions. The lien given by the maritime law to material, men and mechanics, for the equipment of vessels, is no way limited to any particular mode of fitment. Machinery supplied to aid their propulsion comes within the principle of the privilege equally with spars and sails. In this case a valid lien on the vessel is proved, and the demand being put in suit before she left port it can be enforced in this Court. The libellant was not bound to accept part payment of his demand. The decision will be in his favor, for the whole amount of his materials and labor, with costs. A reference must be had to a commissioner to take the account.

Charles E. Thorne vs. the schooner Victoria, her tackle, &c.—The act of Congress of February 26, 1853, in relation to the costs of officers of Court, although obscurely drawn, is manifestly intended to abrogate the allowance of cost, in all cases not specifically pointed out. The fee appointed to proctors must be understood to include the whole compensation taxable to proctors and advocates for the management of a cause in admiralty. The usages of the courts recognize the two orders of officers concerned in conducting causes in court, and allot to them separate functions, although ordinarily the same person may have both titles and perform the duties of both officers. The customs and usages and express regulations of admiralty courts in the United States and England, have long allotted fees to advocates for services appertaining to their offices, as distinguished from that of proctors. But no act of Congress was in force making a difference in the offices or giving fees to either. The act of February, 1853, is manifestly intended to displace all other regulations, and to give the whole law in respect to costs, and the courts will carry out this legislative purpose and policy faithfully and fully. The bill of costs made up in this case, including other fees to proctors and advocates than a docket fee, is not authorized by the act of Congress, and the taxation of the clerk, excluding those charges, is confirmed.

Pennell, Churchman & Co., vs. the propeller City of New York, her tackle, &c.—The libellants sent out to Chagres for sale one hundred and thirty tons of coal, on board the schooner James A. Bayard, Capt. Thompson, for sale. The propeller owned by claimants was chartered to Haight & Palmer for a voyage to San Juan and back, and the charterers put on board her their own purser and agent. The propeller put into Porto Cabello to obtain coal, and her purser made a purchase of 130 tons of Capt. Thompson. Capt. Thompson knew the propeller was chartered to Haight & Palmer, and that the purser was their agent, and bought the coal on their behalf. The purser paid $1,000 cash towards the coal; he had cash in hand sufficient to pay the balance, and so informed Capt. Thompson, but the latter took a draft on Haight & Palmer for $1,080, the balance of the purchase money. The purser testifies the captain preferred the draft to the cash, as he expected to go to New Orleans. The captain of the schooner testifies that he accepted the draft, stating to the master of the propeller at the time that he should hold him and the vessel liable for the coal. The purser swears the sale was made to him, and credit was given to Haight & Palmer alone for the balance, and that, after the coal was delivered on board the propeller, and not before, Thompson said to Captain Baxter he should hold him and his vessel responsible for the balance, and that the latter immediately replied that neither he nor his vessel had anything to do with the purchase. Capt. Thompson did not demand cash for the balance, but retained the draft, and gave his receipt of payment. Haight & Palmer had failed and absconded when the draft was presented, and it remains unpaid. The libellants offered it in court to be cancelled. Upon the proofs, it was held that the sale was not made on the credit of the propeller or her owners, but for ready cash, in part, and for the residue on the credit of the charterers, and the libel must be dismissed, with costs. Had the testimony of the purser been given in court the case would have stood over to enable the libellants to prove the claimants were to supply the propeller with coal, notwithstanding the charter, but that evidence was given in deposition, in presence of the libellants' counsel, and under a cross-examination long enough before the hearing for such evidence to have been produced if the libellants possessed it.

THE GRAND JURY.

The May term of the U. S. District Court was opened today by the empanelling of the Grand Jury, of which Mr. Abraham Messerole was appointed foreman. The Court briefly addressed the Grand Jury upon the criminal cases that would be brought before them, which he said appeared to be offences committed on the high seas, and over which this Court had jurisdiction. It seems there is one of a capital nature—a case of murder. To constitute that offence it would be necessary for them to find that the accused party was on board an American vessel, on the high seas, within a stated distance of the coast, and within some inlet, arm or roadstead of the sea. It is not necessary that there should have been any long-settled determination on the part of the accused, to constitute the crime of murder; it is enough if it was done with malice on the instant. The Court was not aware of the particulars of the case, but the District Attorney would attend upon the Grand Jury, and assist them in their investigation. There is a case of larceny at sea—it is an important offence; but Congress had not given a heavy penalty for it—it is very far inferior to the punishment for the same offence in the State courts. There is a case of assault with a dangerous weapon; and every person guilty of that offence, which is a felony, is subject to imprisonment in the State prison. There are some cases of smuggling—one on board the ship Arabia, and another on board the Andes. Heretofore this offence was punished by pecuniary penalty, but Congress found it impossible thus to protect the public revenues and fair dealers, and passed a law making it a criminal offence.

The Grand Jury then proceeded to the discharge of their business.

Supreme Court.

APPOINTMENT OF OFFICERS.

The following officers have been appointed:—For the SUPREME COURT CIRCUIT.

Samuel Rowland, crier; Fisher Weeks, officer to attend the clerk; Robert J. McIntyre, doorkeeper; George W. Schureman, middle gate; Francis Clark, right gate; Chas. Colladay, left gate.

GENERAL AND SPECIAL TERM.

Edward Knight, clerk's desk; Benjamin Buchanan, library gate; Richard Kimmons, door; Hiram Eagle, private door.

Messrs. Harry Bertholf and Asten, general superintendents.

IN CHAMBERS.

John F. Skidmore, John Merritt, Joseph Smith.

☞ All the officers of these courts to attend Oyer and Terminer.

Common Pleas.

Before Hon. Judge Daly.

MAY 4.—*Frederick Larbush vs. George Newshaffer.*—This was an action for slander, arising out of a dispute between the parties respecting premises which the plaintiff rented from the defendant. At the expiration of the term the plaintiff refused to leave, asserting that he held an agreement for a renewal. The slander consisted in the defendant saying to another party, that if plaintiff had any such agreement it was a forgery. Verdict for plaintiff, $400.

U. S. Commissioner's Office.

MAY 4.—Mr. Commissioner Brigham issued warrants for the arrest of John White, Captain of the American ship Orlando, and Thomas Huntington, first mate, on a charge of cruel and unusual punishment on Henry Deroke, cook on board that vessel. The Captain is charged with striking the cook with a belaying pin, and the mate with having thrown hot coffee in his face. The parties were arrested, and admitted to bail in $300 each.

THE FRANKLIN FUND IN BOSTON.—The £1,000 left by Dr. Franklin to the city of Boston, to be let at an interest to young unmarried artisans, in sums not exceeding £30 sterling, now amounts to $15,280 55. Franklin estimated that it would reach $581,640 in one hundred years, but owing to losses it will probably reach about $400,000. One provision of the will was, that when the fund should amount to $581,640, half a million dollars should be appropriated to some public works, which should be judged to be of the most general utility to the inhabitants of Boston. The loans are now rarely applied for at all, and it is proposed that the fund be deposited in the Massachusetts Hospital Life Insurance Company and in the savings' banks of Boston.

The sum of $43 has been collected within three weeks in three of the Boston schools, for the Washington monument—the contributions placed in the boxes for the purpose, by the pupils. Similar boxes are to be placed in all the grammar schools of that city.

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

WEDNESDAY, May 4—6 P. M.

There was a better feeling in the stock market this morning, but the coal stocks have not partaken of it. Transactions in all the fancies were large, principally on time, buyer's option. At the first board Nicaragua Transit advanced ¾ per cent; Morris Canal, ⅛; Canton Company, ¼; New Jersey Zinc, ¼; Erie Railroad, 1; Harlem, ⅜; Norwich and Worcester, ⅜; Reading Railroad, ⅛; Hudson Railroad, 1⅛. Parker Vein declined 2¼ per cent; Phenix, ⅜; New Creek, ¼. Cumberland remains about the same. Montgomery Mining is rapidly sinking, and will soon be entirely out of sight. The stock market has taken just the turn we anticipated and predicted. The depreciation yesterday was too great, and came too suddenly, to continue. Most of the decline in certain stocks has been recovered, but we have not much faith in its permanency—it cannot, in our opinion, be sustained. Even in the event of the money market becoming easy, and remaining so, it will require some time to give fancy stocks a good, healthy start upward. There is no disposition on the part of any one not already deeply involved, to enter into speculation, and those in would like very much to get out, even at a moderate sacrifice. We look for a dull market generally, for several weeks.

The receipts at the office of the Assistant Treasurer of this port to-day, amounted to $125,072 50; payments, $114,634 03—Balance, $7,008,919 50.

The steamship Arabia, for Liverpool, to day, carried out $201,300 in specie, principally gold.

The Pacific Insurance Company have declared a semi-annual dividend of eight per cent.

The following named banks of Philadelphia have just declared semi-annual dividends:—The Mechanics' Bank, six per cent; Kensington Bank, six; Farmers' and Mechanics, five, and an extra dividend of two per cent; Girard, three; Western Bank, five; Southwark Bank, five; Manufacturers' and Mechanics', four; Bank of Northern Liberties, five; Bank of Commerce, five; Tradesmen's Bank, four.

At a meeting of the directors of the Llangollan Coal Mining Company, held yesterday, T. J. Waters was elected President, in the place of Dr. Wynne, whose services are still retained by the company as its Vice President. Some time since, this company stated that its preparatory works for getting out coal, would be completed by the 1st of May, but we have not heard whether they were completed or not on that day.

The speculative excitement in Lake Superior Copper stocks, which raged so intensely in Boston a few weeks since, has entirely subsided, and shares are fast finding their proper level. The value of nearly every one on the list has fallen heavily, and the probability is that there is a much lower depth for them all. They have been enormously inflated, and may go now as far on the other extreme.

It will be seen by an advertisement in another column that the Hudson River Railroad Company intend issuing convertible bonds to the amount of $1,000,000, for the purpose of raising funds to extend the double track, and other improvements. These bonds will be issued in sums of $1,000 each, payable in 1867, bearing seven per cent interest, with coupons attached, payable semi-annually. They are convertible into stock, at the option of the holders, any time within ten years after the 1st of May, 1855. Stockholders have the privilege of subscribing to these bonds in proportion to the quantity of stock held.

The gross earnings of the Erie Railroad Company for the month of April, 1853, amounted to $423,076 56, against $320,822 95 for the same month in 1852, showing an increase of $102,253 61—equal to about thirty three per cent.

A new stock and exchange house has been organized in Wall street, under the firm of Drake & Bradford. The general partners are James M. Drake, late of the firm of Coleman & Drake, and formerly with Jacob Little & Co., and N. G. Bradford, Jr., also lately in the employ of the same house. The special partner is Mr. Edward B. Little, who has put into the concern a capital of $30,000.

The total amount of coinage of the United States Mint, Philadelphia, during the first four months of 1853, was as annexed:—

UNITED STATES MINT, PHILADELPHIA—TOTAL COINAGE.

Coin.	*Coinage.*
Double eagles	$15,541,720 00
Eagles	553,990 00
Half eagles	350,310 00
Quarter eagles	784,250 00
Dollars	1,509,285 00
Total gold	$18,739,556 00
Dollars	39,000 00
Quarter dollars	313,565 00
Dimes	65,501 00
Half Dimes	28,251 00
Three cents	338,550 00
Total silver	$784,357 00
Copper	12,503 90
Gold, silver and copper	$19,536,916 90
In 1852	14,766,263 94
Increase this year	$4,770,652 96

This increase is equal to about thirty-three per cent. The increase in April this year on the same month last was nearly equal to that of the previous three months. The total amount of coinage in May this year will be considerably less than in any previous month, or in the same month last year, in consequence of the change in coinage. The whole force of the mint has for some days past been devoted almost exclusively to the coinage of the new silver coin, and although the number of pieces coined will be larger, the value will, without doubt, be much less.

The alternate sections reserved by the government out of the grant of lands to the Hannibal and St. Joseph Railroad Company, will shortly be offered at public sale, with a minimum limit of $2 50 per acre. The first reconnoissance has been made of the proposed route, and the nature of the soil has been fully ascertained. The portion of the State (Missouri) through which this road will be built abounds in all the elements of agricultural and mineral wealth, and its manufacturing advantages are unsurpassed. An accurate statement has been prepared of all the vacant lands immediately contiguous to the adopted line, which, together with a topographical map exhibiting the character and relative position of the said lands, will afford all the information necessary for the guidance of emigrants and others in selecting locations.

The amount of tolls collected at Buffalo from April 20th to 30th, inclusive, this year, was $37,696 96, against $12,851 25 for the same days in 1852, showing an increase of $24,845 71 this year. This increase is equal to nearly two hundred per cent.

The late Collector of the port of Boston, gives the annexed account of the progress and position of the trade of that port with Canada and the British provinces:—

TRADE BETWEEN BOSTON AND BRITISH NORTH AMERICAN COLONIES—TONNAGE EMPLOYED, ETC.

	Arrivals at Boston.	*Tonnage.*
1840	595	67,262
1845	913	103,228
1850	1,509	170,510
1852	1,785	202,129
	Clearances from Boston.	
1840	582	53 662
1845	873	90,497
1850	1,480	162,980
1852	1,691	198,081

Vessels from the provinces always bring full cargoes of merchandise, the proceeds of which, with further amounts of money, are invested here in our manufactures and other merchandise, and taken back to the same ports. The value of exports and imports to and from the British provinces for the periods already named was as follows:—

	Imports.	*Exports.*
1840	$490,580	$461,741
1845	575,672	710,814
1850	804,992	971,696
1852	1,409,824	1,534,468

The merchandise transported in bond from Boston to the Canadas also shows that this branch of business has greatly increased. The statistics of value are as follows:—

1847	$11,805	1850	$108,967
1848	28,423	1851	532,700
1849	24,729	1852	1,799,953

I am not able to state precisely what is the value and increase of merchandise transported in bond from the Canadas for the periods named, but the amount has been very large, and has increased in about the same proportion as that transported from Boston. I have no doubt also that our general trade with the Canadas has quadrupled or quintupled within the last five years, and that it is now largely and constantly on the increase; and the same remark holds good as to our general trade with the great West, as to which we possess advantages second to those of no other city in the country.

The annexed letter from the gentleman who has written several (which we have published) on this subject will be read with interest by all those connected in any way with the various coal companies of the Cumberland region:—

THE CUMBERLAND COAL TRADE FOR 1853.

CUMBERLAND, MD., April 28, 1853.

SIR—Having in a great measure closed my examination of this district, I hasten to make you acquainted with the result.

That the present available capacity of the region has been much exaggerated is a conclusion that forces itself upon me. Not that there is an actual deficiency in coal, but there is such a deficiency in making it practically available. In support of this opinion I will endeavor, briefly to give you the reasons:—

The means of transportation first attract our attention. What are they? The Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal. These two are the sole reliance of the companies in the eastern portion of the district. The utmost capacity of the Baltimore and Ohio road is estimated at three hundred thousand tons per year. This road having been so long looked to as the chief means of getting this coal to market, the companies have neglected to provide themselves with the proper number of boats for the canal. As a consequence of this neglect they are now in a great measure compelled to await the pleasure or the convenience of the railroad. Besides all this the heavy up grades upon the Baltimore and Ohio road, together with the scarcity of motive power, have pushed the road to its full capacity, and it is compelled, (or soon will be,) to choose between merchandise that is comparatively light, and which pays at the ratio of $8 per ton, and $1 75 per ton for coal, than which they could not have a freight more injurious to their track. This consideration, also, must inevitably force itself upon the minds of the directors of the road, if it has not already done so; and as they have calculated that the wear and tear caused by coal was as little as that of merchandise, (which, to every practical man, is erroneous upon its face,) they will, from this reason, if they consult their own interests, be obliged to make a different arrangement.

In this state of things, what are the coal companies to do? With very few boats, and with the limited and uncertain means afforded by the railroad, if they save themselves from actual loss they will do well. This position of affairs is doubtless bad enough, and very annoying, but compared with the companies upon the Georges Creek, or the western portion of the district, it is favorable. Upon Georges Creek they have not the means of getting one ton of coal to market. The Lonooning Railroad, which runs through the valley will not be in working order for two months to come, (that is as far as any practical result is concerned,) and these companies have no other means. But what makes affairs worse with them is the fact that they will be unable to avail themselves at all of the canal, for it is not to be supposed that the Baltimore and Ohio road will be willing to play into the hands of its great competitor, the canal; consequently, as I have before said, the utmost capacity of the railroad being three hundred thousand tons per annum, and as this capacity is subject to prior arrangements made, and will then have to be divided between the eastern and western interests, the portion of each will be entirely too small for any practicable business. This must be the position of the Georges Creek companies for years (if they are able to hold out against it) New roads will have to be built, and entirely different arrangements be made, before they can begin even to pay their actual expenses.

The fact which is self-evident is that all coal stocks in this region are very far above their actual present value. That they will ultimately prove profitable there is no doubt; but such profit, or success must proceed from a far different system than that now in operation.

The Boston *Transcript* of the 3d inst. gives the following statement relative to the revival and progress of the manufacturing interest of New England:—

The gradually reviving life and prosperity of the manufacturing interest, in spite of the existing tariff, by which it has been for five years back depressed, is worthy of a somewhat detailed record, and to all interested is a subject of triumph. The York Mills (Saco,) pay to day 4 per cent, and the Boott Cotton Mills (Lowell,) the same on Saturday. Reviewing the preceding half-year, which allows the return of one dividend season all round, beside the companies just named, the Massachusetts, Suffolk, Lawrence, Tremont, Middlesex, and Hamilton—all at Lowell; the Laconia and the Pepperell (Saco and Biddeford,) Cocheco (Dover,) Great Falls (Somersworth,) and Amoskeag (Manchester,) have severally given the same dividend. That of the Merrimack (Lowell,) the last December was 5 per cent, as had been the one preceding. The Otis, at Ware, (which during this long interval of general languishing has held its own better than almost any other company,) has just paid, or at least declared, a dividend of 6 per cent, the previous one in October having been 4. On the other hand, there are a few companies which have not yet made a visible start towards regaining their palmiest state heretofore; though of these there are some which the knowing ones regard as in a fair train of success. Three per cent was the last dividend of the Appleton (Lowell,) Stark (Manchester,) Salmon Falls (Somersworth,) Nashua at N., Dwight and Perkins, (both in Hampshire county,) Salisbury at S. [We so class the last, because, although a 6 per cent dividend was made by them about the 20th of January, it is the only one paid for a twelvemonth back.] The Lowell Company at L., gave but 2 per cent in January, and have not for some time exceeded that amount; in some instances passing it by altogether. The Jackson (Nashua,) Chicopee (Springfield,) Palmer and Thorndike, (both at P.,) have made no dividend the last year, and some of them for a yet longer period. The Cabot (Springfield,) was about a year since merged in the Perkins.

Stock Exchange.

$5000 U. S. 6's '68	119¾	300	shs Phx MCo.	b60	21
500	Ohio 6's '60	108	150	do	20⅛
5000	do	108¼	50	do	20¾
5500	Ind. State 5's	98	450	do	s60 20
500	Indiana 2½	53½	100	do	s30 20¼
700	do	54	250	NCr'kCoalCo.	s60 2
11000	Cal. 7's	s3 85	100	Stonington RR	55¼
1000	Erie In. Bds.	s3 99⅞	185	Mad & Ind RR	102
9000	do	s3 99¾	50	Mich Central RR	114¾
5000	ErieCBs,'71	b60 98½	50	Rch L & N F R	s3 140
1000	Hud.1stMtg Bds	107	150	Erie Railroad	89¾
3000	N Ind. RR Bds	101¾	550	do	s3 89½
1000	Gal&C7 p ct bds	96½	116	do	s3 89⅝
50	shs Ocean Bk	b3 103	200	do	b60 90¼
5	City Bank	121	50	do	b15 89⅝
60	Bank Commerce	108½	50	do	b10 89½
40	Far & Ctt Bk W'bg	99½	50	do	b10 89¾
300	Morris Canal	22⅞	50	do	s3 89¾
300	do	b30 23¼	100	do	b5 89¾
200	do	b10 23	50	do	89¾
200	do	b60 22⅝	50	do	b30 90
100	Am L & TrustBalt	15	100	do	b60 90¼
40	U S Ins Co	131½	200	do	b15 90
50	Canton Co	b60 32	300	Harlem Railroad	65¼
50	do	31¾	100	do	b60 66
25	do	31⅝	300	do	at 10 65½
100	do	31¾	500	do	65⅝
100	do	b30 31¼	300	do	s60 65¼
100	Flor & Keypt	s3 16	200	do	s90 65¼
200	N Jersey Zinc	b60 12¼	400	do	b30 65¾
600	do	b60 12⅝	450	do	s3 65¼
100	do	s3 12	100	Nor & Wor	b60 58¾
100	do	s60 12	300	do	b60 59
300	Mont Mining	1	50	do	b5 58¼
200		¾	75	do	58¼
1350	Nic Trans Co	s3 32	50	do	s3 58⅝
200	do	b10 31¼	100	do	b10 58⅝
250	do	s30 32	100	do	b10 58½
200	do	s3 32½	50	do	s90 58¼
200	do	b60 32⅝	50	do	s60 58⅜
280	do	b60 32¾	100	do	s60 58¼
50	Cumb Coal Co	b3 49	200	Reading Railroad	91
340	do	s3 48⅝	100	Hud. Riv RR	s60 71¼
50	do	s3 48½	65	do	s3 71¾
100	do	b60 49¼	50	do	b10 72
50	do	b10 48½	50	do	s30 72
50	do	s3 48⅜	100	do	s60 72
150	do	48¼	100	do	b60 73
10	Parker Coal Co	31⅛	25	do	b30 73
25	do	31	36	do	s3 72½
225		30			

SECOND BOARD.

$5000	U S 6's '56	108⅛	200	Cumb Coal Co.	b60 50½
5000	Califor 7's	b60 86	50	do	b30 50
10	shs Shoe & L'r Bk	101	100	do	b30 50¼
200	Morris Canal	b30 23⅞	200	Phen. Min. Co.	s30 20¼
50	do	23⅛	200	do	b30 21
45	Am L & Trst. Balt	15	200	Harlem RR	s3 65⅛
50	Canton Company	32	100	do	s90 65⅛
125	do	31⅞	45	Erie Railroad	90¾
100	do	b30 32	150	do	90⅛
100	Bruns City Ld Co.	14	6	do	90¾
100	Cary Impt Co.	b30 13¼	100	do	s60 90
100	do	b3 13	100	do	s30 90¼
45	Nic Transit Co	32⅛	50	do	b3 90⅜
150	do	32⅜	50	do	90¼
100	do	b15 32⅝	100	Hudson R. RR	s60 72⅛
50	Cumb Coal Co	49⅜	50	do	b15 73
100	do	49¼	50	Nor. & W. RR.	b30 59
250	do	49⅜	16	Roch. & Syr. RR.	149⅛

CITY TRADE REPORT.

WEDNESDAY, May 4—6 P. M.

ASHES.—There were 75 bbls. sold to day, at $5 50 a $5 56½ for pearls, and $5 a $5 65½ for pots, per 100 lbs.

BREADSTUFFS.—Flour was less in request, at unchanged rates. The sales of the day embraced 6,500 bbls.—sta[illegible] at $4 a $4 12½; superfine No. 2 at $4 12½ a $4 25; common State at $4 62½; straight do. at $4 62½ a $4 68¾; favorite at $4 68¾ a $4 81¼; mixed Western at $4 75 a $4 81¼; straight do. at $4 81¼ a $4 93¾; fancy Western at $4 93¾ a $5; round hoop Ohio at $4 75 a $4 81¼; common to good do. at $4 75 a $5; fancy Genesee at $5 a $5 12½; fancy Ohio at $5 06¼ a $5 25; extra Western at $5 18¾ a $5 50; extra Ohio at $5 25 a $5 75; and extra Genesee at $5 25 a $6. Canadian was tolerably active—500 bbls. superfine, in bond, fetched $4 75. Southern did not vary much; there were 2 400 bbls. taken, at $5 12½ a $5 31¼ for mixed to good; $5 37½ a $5 56¼ for favorite; and $5 62½ a $6 75 for fancy, per bbl. No change occurred in rye flour or corn meal. Wheat was not very brisk; sales were made of 10,000 bushels Ohio mixed, at $1 20 a $1 22. Rye and barley were unaltered. Oats were obtainable at 36c. a 40c for Southern; 41c. a 43c. for Jersey; 43c. a 46c. for Western and Canadian; and 44c. a 46c. for river and canal, per bushel. Corn exhibited a slight downward tendency; the sales reached 27,500 bushels of all descriptions, at 59c. a 60½c. for damaged; 61c. for mixed; 62c. a 65c for white; 65c. a 66c. for Jersey yellow; and 66c. a 67c. for Southern do. per bushel.

COTTON.—The market continues unchanged, with sales to-day of 3,300 bales.

COAL.—There prevailed a good inquiry for anthracite at $4 50 a $5 per ton. Sales have been made during the past week of 100 tons Liverpool orrel at about $7 50; and 200 tons do. gas cannel, part at $9 per chaldron.

COFFEE has been in fair request. The week's sales include 3,200 packages Java at 11½c. a 11¾c.; 4,500 do. do. (by auction, to-day,) at 11¼c. a 11½c.; 500 Cuba and Laguayra do. at 9¾c. a 9⅞c.; 6,350 Rio do. at 9½c. a 9¾c.; 400 Maracaibo at 9c. a 9¼c.; 1,050 St. Domingo at 8¾c. a 8⅞c. per lb.

FREIGHTS.—To Liverpool, about 10,000 bushels wheat were engaged, in bulk, at 6d., and 200 to 300 bales of cotton, compressed, at 9-32d. Flour was at 2s. 3d—asked. There was nothing new to London. To Havre, cotton was at ⅜c., at which some engagements were made, and ashes went at $8 and $10. To California, rates varied from 40c. a 65c., with occasional higher figures in full ships. There was nothing new to report about rates to Australia.

FIRE CRACKERS.—There have been 5,000 boxes Canton, 40 packs, sold at $1 45 a $1 50, usual terms.

FISH have continued in good demand, at pretty firm rates. The sales add up 7,500 quintals dry cod, at $3 a $3 40 per 100 lbs.; 1,500 Nos. 2 and 1 mackerel, at $11 75 and $12 75 a $13 25 per bbl.; and 2,500 boxes No. 1 and scaled herring, at 28c. a 29c. and 42c. a 44c. respectively.

FRUIT.—The past week's sales add up 4,000 boxes bunch raisins, at $2 75 a $2 77½; 1,300 half do., at $1 35 a $1 37½; 750 quarter do., at 68¾c.; 500 boxes layer do., $3 30; 900 cluster do., at $1 80 a $1 85; 135 cases sardines at 65c. a 70c.; 80 do. prunes at 13c.; 5 do. citron at 23½c.; 65 bbls. shelled almonds at 18½c.; 130 do. currants, part at 10¾c.; 17 bales hardshell almonds at 6½c. a 6¾c.; 95 do. soft do. at 14½c.; 20 do. Pressons do. at private bargain; 50 bags Brazil nuts at 4½c.; 385 do. filberts and walnuts at 6½c. a 6¾c; a cargo and 1,500 bushels African peanuts at 90c.; 1,400 dozen Matanzas pine apples at $12 a $14; 500 bushels Baracoa bananas at $1 50 a $2 25; 20,000 cocoa nuts at $24 a $25; and 2,600 Porto Rico do., with husks, at $10.

HAY was sparingly dealt in, at 85c. a $1 per 100 lbs.

HEMP was in limited demand. The sales of the week embraced 100 bales undressed American, at $145 a $150; 50 do. dressed, on terms not made public; and 500 bales Sisal at 10½c. per lb.

HOPS.—Some 220 bales have been disposed of at at 19c. a 21c. per lb.

LATHS.—About 2 000,000 eastern changed hands during the week, at $1 25 a $1 62½ per thousand.

LIME.—Sales of 15,000 bbls. Rockland have been made during the week, at 90c. for common, and $1 45 for lump, per bbl.

METALS.—Copper was tendered at 31c. for new sheathing and 26c. for yellow metal per lb. Sales have been made of 25 000 lbs. inferior to very superior old at 23c. a 31c., cash, per lb. Iron unaltered. The week's sales included 1,200 tons Scotch pig, here, at $33 50 a $35 50, and to arrive, $32 a $34 per ton, six months; and 200 tons American scrap, on private terms. Lead was more in request. The sales of the week reached 900 tons Spanish at 6⅝c. a 6⅞c.; 150 tons English at 6¾c.; 50 tons soft German at 6⅞c.; and 15,000 pigs Galena, here and to arrive, at 7c. a 7½c. per lb. Cut nails were selling at 4½c. per lb. Tin ruled very dull. 500 boxes I C terne were procured at $7 12½.

MOLASSES.—The demand has been good, but [illegible] at full rates. The week's transactions amounted to 1,000 hhds. Porto Rico, &c., part at 26c. a 31c.; and 35 Muscavado, at 22c. a 26c.; 100 Trinidad, Cuba, at 25 [illegible] 220 Cardenas at 20c. a 28½c.; 32 Surinam at 21c.; 688 bbls. New Orleans at 26c. a 28½c. per gallon.

NAVAL STORES.—Spirits turpentine has been less freely offered, and has advanced. Other articles presented no new feature. The sales of the week comprise 1,250 bbls. crude turpentine at $4 75 a $5 for 280 lbs.; 406 bbls. spirits do. at 62c. a 65c. and 64c. a 67c. in large and small lots, closing at the outside rates; 723 bbls. white rosin at $2 25 a $5 per 280 lbs.; 180 bbls. No. 2 do. at $2; 3,650 bbls. Wilmington common do. $1 55 a $1 65; and 2,300 bbls. North country do. do. at $1 45. Tar retails at $3 per bbl. The following is a comparative statement of the imports of naval stores into New York during the first four months of—

	1851.	1852.	1853.
Rosin	bbls. 105,693	78,670	93 466
Spirits turpentine	" 24,633	22,122	27,567
Tar	" 20 546	15,070	36,832
Turpentine	" 63 280	75,957	50,411
Total	" 213,952	191,819	211,276

OILS were generally depressed and drooping. The week's operations consisted of 1,400 bbls. selected whale at 52½ a 53c; 2,000 bbls. crude sperm, part at $1,28; 70,000 gallons lin