The Boiler Explosion in Nostrand Avenue, Brooklyn.

...TION OF THE CORONER'S INVESTIGATION. CONTINUED... into the circumstances connected with The investigation... ...s & Moulton's hat factory, on the boiler explosion in A... ...lost their lives, was Friday last, by which eight persons ... testified continued yesterday. The witnesses examine... mainly as to the probable cause, the strength of the iron of which the boilers were made, &c., &c. The following is the evidence:—

Samuel Woodruff sworn—Am an engine buil... machinist, live in Hartford, Conn.; made ...er and Messrs. Ames & Moulton for a fir... contract with and three boilers, (Witne... the boiler as given ...horse power engine The shell is ... repeated the dimensions of ...in Mr. Ames' testimony yesterday.) ...o 4 iron, the flues are No. 5, the water front ... and cut is No. 3, the back head is ⅜, the front head 5-16; these boilers, before they left our works, were proved by cold water pressure 110 lbs. to the square inch, we put a steam gauge on to the boiler and fill the boiler with cold water, then apply a pump, force the water in until we get the requisite pressure, cold water pressure at 110 lbs. equals 120 or 125 lbs. of steam; these boilers were perfectly safe at 150 lbs. to the square inch; these boilers were made as good as we knew how to make them in every particular; in estimating the horse power of a steam engine, it is 30 lbs. pressure to the square inch on the boiler; I agreed to build the boilers and engine at a certain price; we have made a large number of these boilers during the past four years—say some 300 tons; and this is the only one that has given out; Mr. Eastman was sent here by me to put up and complete the arrangements; he had been in our employ somefourteen or fifteen years, and was considered a trustworthy man; had charge of a great many engines, and put up two last year in the Navy Yard at Washington. saw Eastman last some three weeks since, but had no conversation with him in regard to putting up the boilers; he had nearly completed his work on them; have visited the ruins. (A diagram of the boilers and engine was here shown and explained to the jury by witness.)

Witness continued—That the cause of the explosion in southwest yard was the closing of the globe valve by which the steam is intended to escape; this confined the steam to the boiler and caused the explosion; the water had evidently been reduced until the flue had become bare and the heat destroyed the strength of the iron; the more steam there is the less the water—the pressure increasing all the time; the flues were red hot on top and flattened when the boilers went to pieces. I think the flues first gave way. it is generally understood that an engineer who knows his duty will not fire up with the globe valve shut.

To the Jury—The flues were 14 inches, fed by means of two inch pipe with check valve arranged to each boiler; considered Mr. Eastman a perfectly competent man to take charge of an engine; Mr. Eastman requested me to allow him to stay here two weeks longer in order to learn a man to run the engine; I consented; our work was done, and according to our rules the engine, &c., were in possession of Messrs. Ames & Moulton; if there had been sufficient water in the boiler it could not have been blown down; dirt introduced into a boiler almost invariably settles in the fire box; my opinion is that the dirt in these boilers came from striking the ground.

One of the jurors remarked that there were between three and four bushels of mud in the boilers some two or three hours after the explosion.

Witness—If the globe valve is open then all is right, but if shut up then something must take place; have no doubt that Mr. Eastman thought all was right when he came there in the morning and fired up; it is the business of the firemen to see to the valves; Eastman could not have known that the globe valve was shut; am convinced he did not know it.

Henry S. Welles sworn—Am a contractor; reside in Brooklyn; examined these boilers on the afternoon of the day of the explosion, in company with Mr Samuel McIlroy, engineer, in the employ of the city of Brooklyn; after looking at the fragment of the boiler immediately within the ruins of the building, we went to the portion lying in the yard; the quantity of earth and mud in the boilers surprised me, so much so that I felt that it was impossible that it could have generated in the boiler; it was coated evenly all around the inside of the boiler; to satisfy myself, the mud being frozen, I knocked off specimens and brought them home; they are here (exhibiting the specimens to the jury); you see roots of grass, sticks and stones. (A juryman remarked that the mud was not frozen in the boilers at 8½ o'clock on the morning of the explosion.) I surmise that the boiler, in its progress, made a dive into the ground and dug up the mud, after which it became frozen; examined pieces of the iron, and think it of the very best quality; the workmanship was good, as far as I could judge.

Margaret Bostwick sworn—Beside in Spencer street, near Park avenue; was acquainted with Mr. Eastman; he boarded with me for two weeks; I saw him on Thursday evening last, between 5 and 6 o'clock; he remained there till between six and seven when he went to New York; he did not return home till one o'clock; made an excuse for being out so late, that he had been at the fire in Elm street and heard the screams of the injured; the time had passed away so at the fire that he did not think it was so late—that he hardly knew how to sleep on account of what he saw; I heated an iron for him and he went to bed, telling me to wake him at half past six o'clock; woke him at that time; asked him how he slept and he said "very well;" he sat down to breakfast at five minutes to seven; think it was ten minutes past seven when he left the house.

To the Coroner—He did not appear to be any more excited when he came home that night than usual; he appeared as usual at breakfast; it would take three or four minutes to go from my house to the factory; I keep my time by the navy yard gun; Eastman usually left the house about seven o'clock.

William Burden sworn—Am a machinist; reside at No. 41 Concord street; saw the ruins and the boilers; had a piece of the boiler iron at my shop; examined it; found it very good—corresponding with what I saw in the fragments of the original boilers; found no defect in the quality of the iron; I found no defect; the boilers appeared to be well made with the exception that some sheets were very light iron, which was in the upper part of the boiler; the piece I tested corresponded with the top of the boiler immediately behind the fire box and connecting with it on the top part of the boiler; that portion of the boiler was not uniform with the rest; that iron might have stood sixty pounds pressure with safety; should not want to rest on it; a boiler is calculated to stand three times the pressure of steam ordinarily used; that iron (the sample I produced) was No. 8, an eighth and a sixteenth large; I put No. 4 iron in a twenty four inch boiler, which is a size thicker than this.

To the Coroner—My opinion is that either the braces immediately over the dome gave way, which might have been done by the ordinary pressure of steam; three causes might have caused the explosion; sometimes in moving boilers the bolts get out of place, when they are first stove up by the jarring and truckage of the boiler in putting it in its place, and if one of these bolts should get into the hole would leak, and if steam was got up in a boiler with one of these bolts out, the ordinary pressure of steam would naturally cause an explosion; the want of water would be another cause, and the mode of having three stop-cocks and one safety valve, as with these boilers, is another cause, being liable to explode from any neglect of the person in charge to attend properly to the stop-cocks; that stop-cock probably was untarned, and the steam could not get out; the strength of No. 5 iron will bear a great deal more pressure than is usually required; I merely state that it is usual here to put in No. 4; a pressure of eighty pounds of steam would be a good test as to the solidity of the braces; No. 5 iron would bear three times the pressure required; when we test boilers it is customary to test them under a water pressure of 200 lbs. to the inch, and then give a certificate that they will be perfectly safe at 75 lbs. of steam, the ordinary force usually required to run high pressure engines; my opinion as to the cause of the explosion was owing to a greater pressure being on the boiler than it was able to bear; it was probably caused by the carelessness of the engineer in not opening the cocks communicating with the other two boilers, and on account of not having a safety valve on each boiler; these boilers were built on the locomotive principle.

To a Juror—The moment a boiler gets a rent the whole bears like a piece of muslin.

John M. Weeks sworn—Resides at 411 Myrtle avenue; was one of the United States Inspectors of Steamers; visited the ruins on the second day after the explosion and examined the remains of the boiler; when I came there found the place guarded by policemen, and the only portion of the boiler I could see was through the fence, which was a portion of the fire box and dome; discovered that the steam stop cock of that boiler was closed, which made me feel anxious to examine further; I then obtained permission to go in; I found the steam valve stem bent where it entered the stuffing box, and the valve firmly in its seat; the manner in which the valve stem was bent showed that it was bent when it was down on its seat, for had the valve been open the stem would never have been bent lower down and the valve would not have been screwed in; then went to another portion of the boiler, into which the feed pipe was inserted at the time; I noticed that the cock opening into the feed pipe from the boiler was firmly closed, so that no water could be injected into the boiler or steam escape; then examined the flues of the boiler, and found them collapsed; they were collapsed in such a manner and with such violence that the rivets, where the sheet was joined, had been driven with such force as to break the head on the opposite side of the sheets; there was sufficient evidence to denote that the water in the boilers had been below the top of the flues; the upper part of the flue had become heated, and by the pressure of steam down ward, lost its shape; after having lost its cylindrical form the strength of the arch of the flue was destroyed, and hence the collapse; the other parts of the boiler I examined I thought to be of good quality iron; the bracing between the top of the dome and the fire box was sufficiently strong and close to secure strength; the braces appeared to be seven-eighth inch in diameter; the socket bolts and water legs between the head and shell of the boiler appeared to be perfectly good; the flues were of No. 5 iron; the shell appeared to be thicker, should judge it to be No. 4; consider No. 5 iron amply sufficient for a flue boiler of that size; should judge the fire box and shells were of No 4 iron; they were of equal thickness; those are not locomotive boilers, they are flue boilers, flues running from one end of the boiler, not return flues; the greatest test which the United States government calls for is to allow two thirds of steam to what we have with cold water pressure; if the United States inspectors had subjected those boilers to 110 lbs. of pressure they would allow them 74½ lbs. of steam; the duty of the engineer would have been, seeing the water low, to haul the fires immediately; thence he could have prevented the explosion—that is, if he had sufficient time.

To the Jury—It would be safe to have a safety valve on each boiler, but it would weaken the dome of the boiler. it is not usual to have more than one safety valve, whether there be one or more boilers; when the water gets low in a boiler you increase the danger by allowing the steam to escape by lifting the safety valve; as soon as the steam is released it allows the water to rise over the parts of the iron that have become heated by being bare, and thereby generates steam too fast; boilers have been known to explode with the safety valve open; any competent engineer could avoid an explosion within five minutes' time—that is, if he had seen the danger; the only proper way was, when he found water was low, to open the blow cock and let the steam blow off.

Thomas Ackerman sworn—Am a steam boiler maker; live at 59 North Fourth street, E. D.; Mr. Ammerman, foreman of Woodruff's boiler shop, called at my place and requested my brother to go down with him to the scene of the explosion to get some pieces of the iron for the purpose of testing it; I sent a young man down—my brother went too—and they selected three different pieces; I took one piece to the Morgan Iron Works, one piece to the Neptune Iron Works, and retained one piece; the piece we retained we tested and found to be of the best quality of iron; the sheet of iron we had had been drawn thinner by the force of the explosion, so as to gauge two or three different sizes, and this shows that it is good iron; cannot tell what part of the boiler the piece I had was taken from.

After this witness had been examined the investigation was further adjourned until two o'clock P. M. to-day.

The Hudson ... Accident.

...Railroad.

VERDICT OF THE CORONER'S JURY.

STATE OF NEW YORK, COUNTY OF WESTCHESTER, ss.—An inquisition indented and taken for the people of the State of New York, at the hall of Odell & Clarke, in the town of Greenburg, in said county, on the 27th day of January, 1st, 2d and 6th days of February, in the year of our Lord 1860, by Squire Griffin, one of the Coroners in and for the said county, upon the view of the body of Wm. J. Coey.

Upon the oaths and affirmations of Jonathan P. Odell, W. Child, Benson Ferris Jr., William Chalmers, James E. Ayres, Jacob Storms and Samuel Regua, good and lawful men of said county, who, being duly sworn or affirmed, and charged to inquire, on the part of the people, into all the circumstances attending the death of the said William J. Coey, and in what manner and when and where the said Coey came to his death, do say, upon the oaths and affirmations aforesaid, that the said William J. Coey came to his death from injuries received by a collision on the Hudson River railroad on the 18th day of January, 1860, between Sing Sing and Tarrytown; and we find that Mr. Geo. N. Simpson, conductor of the express train, deserves severe censure for not having personally seen that his flagman did his duty after he ordered him to carry his flag back to the curve. And we further find, that Robert Hartley, the brakesman, is highly culpable for not having obeyed the orders of conductor Simpson, and promptly proceeded a sufficient distance in the rear to insure the safety of his train from any collision from the approaching train. And we further find that Henry B. C. Milliken, the engineer of said train, failed to perform his duty in not stopping his train at the outer point of the curve, as rule twenty-two of the road peremptorily requires. And we further find that after a most searching inquiry as to the manner in which the Hudson River Railroad is conducted, that the company is exempt from all blame in the matter—the rules and regulations for the safety of passengers being so ably and efficiently devised and stringently enforced, that no accident of the kind can well occur, except by the inexcusable neglect of the employés of the company. But we would recommend to the company, as an additional means of security, that the flagmen be placed on all exposed points on the road, such as that north of the place where the late accident occurred.

In witness whereof, we, the said jurors, as well as the Coroner, have to this inquisition set our hands and seals, on the day and place aforesaid.

SQUIRE GRIFFIN, Coroner.

Jurors—Jonathan S. Odell, Foreman; O. Watson Child, William Chalmers, Samuel Regua, James C. Ayres, Benson Ferris, Jr., Jacob Storm.

Crime in New York.

COURT OF OYER AND TERMINER.

Before Hon. Judge Ingraham.

MORE HOMICIDES IN DRINKING SALOONS—SEVEN INDICTMENTS FOR MURDER, TEN FOR OTHER DEGREES OF HOMICIDE AND NINETEEN FOR FELONIOUS ASSAULTS YET UNTRIED.

FEB. 7.—*The People vs. John Hayes*—The prisoner in this case is a man thirty-six years of age, and is charged with the murder of Edward Kelly by shooting him with a pistol in a liquor saloon in Whitehall street, on the 31st of August last. It appears that the deceased and Hayes, who were friends, met in the above drinking saloon, and one of those too frequent broils occurred, which resulted in the death of Kelly. The parties were separated in the barroom by mutual friends, after the passage of some angry words. Kelly's friends kept him in the back part of the store and Hayes left. Soon after this Kelly broke loose, rushed into the street, and when his friends came out they found him and Hayes grappled together. In this scuffle the deceased received the pistol wound at the hands of the prisoner.

The District Attorney accepted the plea of guilty of manslaughter in the third degree, and the prisoner was remanded for sentence.

The People vs. Henry Loughrane—The prisoner, aged 27 years, is charged with the manslaughter of Timothy Mulcahy, by stabbing him in the abdomen, in a liquor store at 99 Tenth avenue, of which wound the deceased died on 2d December.

In consequence of the absence of witnesses the trial was postponed.

The People vs. Patrick Tannan.—The prisoner is charged with manslaughter in the third degree, in having kicked and beaten Patrick Honeyman, of which he died on the 9th December.

Counsel moved to transmit the case for trial to the Sessions. The Court denied the motion, and the case was set down for Wednesday morning.

The People vs. John Howe.—The prisoner is charged with stabbing Thos. Clare, at 343 Leonard street, on 3d January, 1860. Clare died on the 9th January.

The trial was postponed until Wednesday.

THE UNFINISHED BUSINESS OF THE COURT.

In answer to an inquiry made by the Judge as to what cases remained undisposed of,

Mr. H. W. Allen, of the District Attorney's office, replied that there were yet to be disposed of seven indictments for murder, ten for other grades of homicide, and nineteen for felonious assaults.

No case being ready, the Court adjourned to Wednesday morning, at 10 o'clock.

Court of General Sessions.

Before Recorder Barnard.

ALLEGED ROBBERY OF A SOUTHERNER.

FEB. 12—The whole of the day was occupied in trying a charge of robbery in the first degree, the Grand Jury having indicted a young man named James Plunket, on the complaint of Wm. Gilmore, who swore that on the night of the 12th of November he was robbed of a watch and chain worth $150 by the accused. The principal witness for the prosecution was the complainant, who appeared to be a very respectably dressed person. He said he was a notary public in Baltimore, and was in the habit of visiting New York; that on the night of the robbery he had dined with Mr. Simeon Draper, in the Fifth avenue, and had drank about half a bottle of wine altogether, including hock, champagne and madeira. On leaving the mansion of his host, between ten and eleven o'clock, he being a stranger, missed the side of the street that the Brevoort House was on, and walked a distance of a mile and a half, hailing at the liquor store of James Plunket, corner of Fortieth street and Eighth avenue. He went in and asked Plunket if he could point him to a place where he could obtain a carriage or some conveyance to bring him to the New York Hotel. The accused went out with him for this purpose, and conducted him through several streets until they came to a frame building, where he knocked; but no answer having been made, they left, and proceeded to the house of Mrs. Worth, in Fortieth street. At this time Mr. Gilmore's suspicions that Plunket was not acting properly were aroused. He entered, however, and sat down, when Plunket demanded five dollars for his trouble, which Gilmore refused to give; and while he was in a dark room, which he entered at the request of Mary Masterson, the accused came into the room through the window, and said, "You son of a b—h, I told you I would have your blood or your money." The next witness was Mary Masterson, who testified that on Plunket informing her that the gentleman in the room was a stranger and had plenty of money, and could be robbed easily, she apprised Gilmore that he was in the company of a dangerous man, and that if he would remain in the little room, which was locked by her mistress, she would go and procure the services of a policeman to direct him to his hotel. She went into the street and soon returned with an officer, Gilmore very generously giving her five dollars for her trouble. Although the character of the house was not good, still Gilmore and Mary stoutly denied having improper intercourse.

Other witnesses were examined, but the mass of the testimony is unfit for publication. The defence showed that Plunket had an excellent reputation for honesty and industry, one of the witnesses being his counsel and an ex-Judge. He had three well known lawyers to defend him, and all the witnesses were subjected to a severe cross-examination.

The jury retired at a quarter to five o'clock, and had not agreed upon a verdict at a late hour.

Board of Ten Governors.

The Board of Almshouse Governors held their regular meeting yesterday in the Rotunda, Park, Governor Pinckney in the chair.

The weekly return of the statistics showed the number now in the institutions to be 8,529, a decrease of 65 during the past week. The number admitted in that time was 1,163, while those discharged, sent elsewhere, or who died, numbered 1,228.

A communication was received from the Warden of the Penitentiary reporting the attempted escape of two prisoners named Lawrence Reilly and Thomas McEdwards, and recommending extra fastenings for the doors of the cells of this institution. The paper was referred to the Committee on Penitentiary.

A communication from the Warden of the City Prison informed the Board of the necessity of having wire network placed outside of the bars of the cells of the prison to prevent parties outside passing anything to prisoners. A resolution was adopted appropriating $50 to place this wire on the cells of persons convicted of capital offences.

The Committee on Lunatic Asylum presented a plan which had been submitted to them for the enlargement of that institution, The consideration of it was postponed for a fortnight.

Governor WM. T. PINCKNEY moved that the services of the Assistant Superintendent of the building of the Island Hospital be dispensed with after the 15th inst., on the ground that there is no further necessity for him.

Governor DUGRO repudiated the motion on the ground that the Assistant is "the representative of the democratic party," and the Superintendent that of the republicans.

Governor BRUNINGHAUSEN moved to amend by reducing the Assistant Overseer's salary from $5 to $3, and continuing his employment. The amendment was lost, and the whole subject referred to the Committee on Island Hospital, to report within two weeks.

A motion to adjourn was then carried.

Obituary.

Died at Tuckersmith, Canada West, January 21, Mr. JOSEPH CAMPBELL, at the advanced age of one hundred years. The deceased was an old veteran, having fought in the battles of Trafalgar and the Nile, under Nelson.

Died in Hamburg, Erie county, N. Y., January 15, Mrs. RHODA SMITH, aged eighty years. She was the widow of Captain Ezekiel Smith, Jr., of Hamburg. Captain Ezekiel Smith was one of the brave soldiers who, with Colonel Cyrenius Chapin and others, volunteered in the war of 1812, and crossed Niagara river into Canada and fought the British at the Beaver Dam. The party were taken prisoners of war; but while on their way down Lake Ontario to Montreal, in boats, they succeeded in turning the tables on the British, and returned, bringing their captors home with them to Fort Niagara, and there delivered them over to the Yankees. It is said that the British officers begged most piteously to be set on the Canada shore after they were made prisoners.

Mrs. WELLS, mother of Rev. E. M. P. Wells, died in Boston on the 5th inst. She was about ninety-four years of age. The exciting scenes of the Revolution were nearly all within her memory.

Arrivals and Departures.

ARRIVALS.

In the steamship North America, at Portland, from Liverpool—Mr. Griffin, Col Greene, Mr McCall, Lieut Merritt, Mr and Mrs Scott, mrs and Miss Woods, Mr and Mrs Baker, John Baker Wesar; Gilpin, Sheppon, Lyle, and Dresdale—and 55 in the steerage.

DEPARTURES.

For Liverpool, in the steamship Nova Scotian, from Portland—G Bingland, Miss Waterhouse, William ..., James Sutherland Capt Lyon, James Beaudry, H Merrill and John Jackson, of Montreal, Henry Smith and lady, Hamilton; Alex Robertson, R Brown and W H ...strong, Toronto, Mr Ryan, Mr Sharples, A Bar... ...

... and J ..., Quebec; John Poulton, Mr Singlew and lady, ... T H Hardy ... Forrest and lady, Mr Wadsworth ... Kin... ...ustin W H Lawton, M Van... ...lady, ...patrick, W McNamarra and ... John Innis, M John Reynolds, Port Hope; ... Butler, St John, N B; Glynn Bishop, Mrs Mc... Peter Jackson, London; C ... held, W H Wood ... Elliott, George Noble, Mr Archibald, ... Bryde; Wm Burse and James Norland, Boston; Capt ... Noble, Kennebunk; M Pequenas, J Woodman and M ...chnell, New York; Mr Keay, Elizabeth Sharples, Mr and ... Perkins, Henry Harrison, Edward Waterhouse, Nelson Taylor and John Aitken, Portland; James Curtis, Michael Breo, Frances Xavier, W Rogers, H G Barnut, A Roberts, P C Hempson, James B Fowler, Nicholas Jenkins, Jacob Warner and wife, Wm Horne and Patrick Gagner, New York.

For Nassau and Havana, in the steamship Karnak—Mr and Mrs John Blunt, Jr, and infant, Brooklyn; Mr and miss Dorr, Mr V P Dorr, Albany; Mr and Mrs G H Kneass, N Y; M W Philips, Boston; Mrs Robt Hartshorne, New Jersey; Miss Minturn, N Y; M D Fermuiger, England; A W Hartshorne, N J; Mr and Mrs A K Douglas, N Y; Messrs E W Blood, J G Bacon and friend, N Y; Mr and Mrs M E Viele, Albany. For Havana—Mr Geo F Parkman, Boston; Miss Parkman and servant do; Mr F Lanier, Cienfuegos; M M Jones, Havana; Mr W J Powell, England.

FAILURE OF A STOREHOUSE IN NEW ORLEANS.—On the 28th ult., one of the cotton storage houses at Wood's cotton press, in New Orleans, fell with a tremendous crash, happily without injury to any person. The house is one of a row of one story brick buildings, on Claiborne street, extending from Custom House street to Canal, the second one from the corner of Customhouse street. The side facing the street is a solid brick wall, about one foot thick, the other side, adjoining the interior of the yard, is open. Each building is about thirty feet wide. In this house, it appears, the cotton bales had been piled directly against the back wall instead of leaving a space of several inches intervening, as is usual, and the expansion of the cotton forced out the wall causing it to fall into Claiborne street, and carrying with it the roof, most of the cotton, and portions of the adjoining walls of the other buildings.

FINANCIAL AND COMMERCIAL.

TUESDAY, Feb. 7—6 P. M.

It is expected that the Senate will pass the Post Office Appropriation bill to-morrow, and that on Thursday the House will agree to the amendments, and that on Friday it will receive the signature of the President and become a law. The Postmaster General will then make his requisition on the Treasury Department for the amounts required. This process, together with the necessary clerical performances in the Treasury Department, will probably delay the issue of the first warrants on the Sub-Treasury till Saturday afternoon; so that, at best, the expected disbursements at this point can hardly begin before Monday. The actual amount appropriated will be nearly eleven millions of dollars, to wit:—

Post Office deficiency for 1858-9	$4,296,000
Interest on do. at 6 per cent, say	250,000
Post Office expenditures for 1859-60	6,400,000
Clerical expenses	1,000
Total	$10,947,000

—And though, properly speaking, more than half of this is for the expenses of the Post Office Department during the current fiscal year, which will only end on 30th June next, we have nevertheless reason to believe that the actual amount now due by the Department falls but little short of the whole amount appropriated, and that the whole will be very shortly disbursed by the government. We have also reason to believe that the popular impression with regard to the present ownership of most of the Post Office certificates is very wide of the mark. Of the $4,296,000 in existence, it is not likely that over $1,500,000 have ever been parted with by their original owners. Public rumor indicates two leading banking houses as holders—the one of $500,000, the other of $300,000—of these certificates; one of our city banks is said to hold over a quarter of a million, and half a million, more or less, are supposed to be scattered over the country in various hands. But it is probable that $2,750,000 of the certificates are still held by the parties to whom they were originally granted by the Department. It has always been easy to borrow money on them at a moderate rate of interest, and most of the contractors, railroad companies and others have preferred doing so to selling them at a discount of 8 a 12 per cent. The speculators who bought them at 89 a 92 per cent, and who will perhaps on Monday get par for them, with 6 per cent interest, will realize a handsome profit by the speculation; but that is no reason why the country should not act fairly by her debtors. To draw a distinction between the contractors and their assigns, as Mr. Maynard, of Tennessee, wanted to do, would have been neither practicable nor just; Mr. Maynard seems to belong to the fossil school of financiers who think bankers and money lenders criminals who ought to be punished when occasion serves.

The proposed organization of the committees of Congress is not satisfactory to the mercantile community. Mr. Sherman, of Ohio, may be a very able politician, and a good speaker and party manager; but he is not known as a financier, and grave fears are expressed with regard to his fitness for the chairmanship of the Committee of Ways and Means. As to placing Mr. Washburne, of Illinois, at the head of the Committee on Commerce, it is an insult to the commercial public. What can Mr. Washburne have learnt about commerce in Illinois? As chairman of that committee he will have to grapple with the most intricate commercial question of the day, and, to do his duty, should have a thorough practical knowledge of the trade of the country—of its past, its future, its bearings on agriculture and industry, and its connection with national finance and foreign politics. What does Mr. Washburne know of all these? It is but too evident that he will have reached the end of his term as chairman before he has learnt the alphabet of his duties. Mr. John Cochrane, his predecessor, will shine radiantly by comparison with him.

This has been a quiet day in money, stocks and exchange. A moderate business has been done in paper, at 6 for very choice names, 40 a 60 days to run, and 7 for first class long paper. Single names go at 8 a 9; second class paper, 9 a 10 a 12. The brokers are abundantly supplied at 6 per cent.

In foreign exchange the business done has been mostly at 108¾ for sterling, and 5.18¾ a 5.20 for francs. The mail has been a small one.

Stocks continue dull, and some descriptions are lower. The leading jobbers are operating on the bear side, and are apparently preparing for a campaign like that of last year; with this difference, that now the railroad traffic is improving, whereas then it was declining weekly. We note a decline of ¼ in Central, ¼ in Erie, and about as much in the leading Western stocks, except Galena, which fell off ¾ per cent without any known cause. The present stagnation of the market is discouraging to brokers. The following were the last prices of the day:—Virginia 6's, 92 a ½; Missouri 6's, 80¾ a ½; Canton, 16½ a 17; Cumberland Coal, 15¾ a ¼; Pacific Mail, 78½ a 79; New York Central, 70¼ a ¾; Erie, 8¾ a 9; Hudson River, 40 a ¾; Harlem, 9 a ¼; Harlem preferred, 34 a ½; Reading, 38¾ a 39; Michigan Central, 36¾ a 37; Michigan Southern and Northern Indiana, 6 a ¼; Michigan Southern and Northern Indiana guaranteed, 13¾ a ½; Panama, 130¾ a 131; Illinois Central, 56¼ a ¾; Galena and Chicago, 57¾ a 58; Cleveland and Toledo, 19¾ a ¼; Chicago and Rock Island, 62¾ a ½; Illinois Central 7's, 88¼ a 89.

The following was the business of the Sub-Treasury to-day:—

Total receipts	$384,717 73
— for customs	234 000 00
Payments	120,578 59
Balance	8,943,615 66

The following is a complete statement of the exports (exclusive of specie) from New York to foreign ports for the week and since Jan. 1:—

	1858.	1859.	1860
For the week	$865,156	923,817	1,999,069
Previously reported	4,671,044	3,826 101	5,499,421
Since Jan. 1	5,536,200	4,749,918	7,578,490

The port is doing better than ever before in the way of shipments of domestic produce.

The exchanges at the Bank Clearing House this morning were $21,885,663 94, and the balances $1,040,249 49.

The following dividends have been declared:—The City Fire Insurance Company, a semi-annual dividend of seven dollars per share (ten per cent) payable on the 14th inst.; the Irving Fire Insurance Company, a semi-annual dividend of five per cent ... able on the 10th inst.; the New York ..., payable ... ance and Trust Company ... Life Insurance ... of five per cent ... company, a semi-annual dividend ... The ..., payable on demand.

...statements of the Philadelphia banks for the past two weeks compare as follows:—

	Jan. 30.	Feb. 6.		
Capital	$11,648,535	11,649,630	Inc..	$295
Loans	25,526,198	25,498,975	Dec..	32,223
Specie	4,535,321	4,669 929	Inc..	134,608
Due from other b'ks	1,616,193	1,574,176	Dec..	42,017
Due to other banks	2,619,573	2,574,015	Dec..	45,558
Deposits	15,401,915	15,409,241	Inc..	7,326
Circulation	2,601,750	2,656,310	Inc..	54,560

We are requested to mention that Mr. George K. Sistare, of 50 Exchange place, is buying the outstanding debt of Texas.

The receipts of the Toledo, Wabash and Western Railroad for January were as follows:—

Passengers	$15,895 40
Freight	24,299 12
Mail and express	3,316 66
Total	$43,511 18

The Long Island road earned, in January, 1859, $20,148 37, and in January, 1860, $24,402 49—an increase of $4,254 12.

The Pottsville *Miners' Journal* of Feb. 4 states that the quantity sent by railroad this week was 18,012 tons, against 18,439 tons for the corresponding week last year. The trade from all the regions sums up this week as follows:—

	1859 Week.	1859 Total.	1860 Week.	1860 Total.
Philadelphia & R R. R.	18,439	236,452	18,012	227,447
Lehigh Valley Railroad	9,586	76,969	14,794	109,041
Scranton, North	2,179	6,766	2,575	9,303
" South	12,560	32,493	10,296	42,789
Shamokin	1,188	6,312	2,047	9,098
H. Thomas (Sh. Mt. Co.)	—	—	406	2,006
Lykens Val. Coal Co.	—	—	702	2,431

Stock Exchange.

TUESDAY, Feb. 7, 1860.

$1000 U S 5's, 1874	100¾		320 shs Erie RR		9
13000 Tenn 6's, '90	88		5 do		8¾
5000 do b60	58½		50 H River RR b60		40½
9000 Missouri 6's	80½		50 do c		40¾
5000 N Y Cen bs, '76	100¼		150 do c		40½
2000 E RR 1 m bds	95		100 do b60		40¼
2000 do	102½		50 Harlem RR		9
6000 E RR 4 m bds	50		25 Ill Central RR		56½
2000 Hud Riv 1m	102½		150 do		56¼
1000 Hud Riv 2m	98		300 Reading		38⅞
7000 MCR 8pct m s fcb	92		1200 do s15		38⅞
2000 M So s'g f'd bds	55		200 do b3		39
1000 Goshen Bch bds	56		150 Mich So & N Ia g st		13⅛
3000 D, L & W 1st m	95		150 do		13⅛
8000 Ill Cen RR bds	89		120 Panama RR		136¾
5 shs Market Bank	101		100 do b60		131
15 Park Bank	105¾		200 do s60		130½
5 Artisans' Bank	80		50 do		130⅛
5 Metropolitan B'k	107		100 do b60		130⅞
8 do	107¾		5 Clev Col & Cin RR		86
10 Union Bank	99		25 do		86¼
10 Penn Coal Co	84½		100 Gal & Chic RR		58⅛
54 do	85		120 do		58⅜
510 Pacific Mail SS Co	80		100 do		58¼
100 do s30	79¾		50 do s15		58¾
50 do s30	79¾		50 Clev & Tol RR		19¾
100 do s30	79		250 do		19⅝
50 do	79		550 Chic & Rk I RR		62½
350 do s30	78¾		400 do s30		62½
650 NY Cen RR c	70⅛		150 do b30		62⅝
350 do s15	70⅛		250 do c		62⅝
50 do b30	70⅛		100 do b60		62⅞
50 do b60	70⅛		65 Mill & Mis RR		2½
100 do b3	70⅛		25 Del, L & W RR		60

SECOND BOARD.

$5000 U S 5's, 1874	100¾		500 shs Reading RR		39
2000 Erie RR c bs, '71	28½		100 M S & N Ind RR		6
1000 Erie RR 4th m bs	50		200 M S & N Ia g s b30		13½
4000 Ill Freeland bds	98¾		25 NJ Cen RR		100½
4000 NJ Cen 2d m bs	100		100 Panama RR		136¾
14 shs Am Ex Bank	98¼		50 do s10		130¾
50 Bank of Com'ce	96		100 do b30		131¼
100 Cumbd Coal pref	15¾		150 Ill Cen RR		56¼
11 Erie RR	8¾		10 Cl, Col & Cin RR		86
50 Pac M SS Co s10	78¾		400 Gal & Chicago RR		58
100 do	79		500 do b30		58
100 NY Cen RR	70¼		200 Chi & R I RR s60		62¾
100 do b15	70⅜		1000 do s60		62¾
100 do s10	70¼		500 do b60		62¾
100 do s30	70¼		100 do		62¼
100 Reading RR	38⅞		700 do		62⅜

CITY COMMERCIAL REPORT.

TUESDAY, Feb. 7—6 P. M.

ASHES.—The market was unchanged and sales were light, at 5½c. for pots and 5¾c. for pearls.

BREADSTUFFS.—Flour—The market continued active, and prices for State and Western brands were firmer. The chief sales were to the domestic trade, with some inquiry for export. The transactions footed up about 12,000 bbls., closing within the following range of quotations:—

Superfine State	$5 00 a 5 10
Extra State	5 20 a 5 30
Superfine Western	5 00 a 5 10
Common to choice Western extra	5 75 a 6 75
Extra Genesee	5 60 a 7 00
Mixed to straight Southern	5 50 a 5 75
Straight to good extra do	5 80 a 6 75
Choice extra family and bakers' brands	6 75 a 7 75
Rye flour	3 60 a 4 40
Corn meal	3 75 a 4 20

—Canadian flour was in fair request, with sales of 450 bbls. at $5 50 a $6 75; Southern brands were steady and rather firmer for common brands: the sales embraced about 1,500 bbls., closing within the range of the above quotations; rye flour was steady at quotations, with sales of 125 bbls. Corn meal was steady, with moderate sales at the above figures. Buckwheat flour was selling at $1 62½ a $1 87½. Wheat was in some better demand, chiefly from millers: the sales comprised about 20,000 bushels, the chief portions of which consisted of Canada club at $1 20 and Milwaukee club at p. t. 1,000 white Canada sold at $1 38, and 400 do Southern red at $1 25. Corn was less active, while prices were unchanged: the sales embraced about 8,000 bushels including Jersey and Southern yellow at 81c. a 82c., and goood white Southern at 82c. Barley—Sales of 1,000 bushels Canada East were made at p. t.; State was quiet at 74c. a 84c. Rye was quiet at 88c. a 90c. Oats were in good supply and easier, with sales of State at 44c. a 44½c., and of Western and Canadian at 43½c. a 44c.

COFFEE.—The market was firm, with the sale of an entire invoice of Rio, consisting of 2,000 bags, at 12c. 200 do. sold at the same figure, and 57 do. at 12½c, and 500 do. Ceara, a new variety of Brazil coffee, resembling prime Laguayra, sold at 12½c., and 100 mats Java sold at 15½c. four months. Messrs. Scott & Son gives the following statement of stocks in this market to-day:—Stock of Rio and Santos on the 31st January, 1860, 29,149 bags. Received since to date, 6,065 bags. Sales for consumption estimated at 11,969 bags. Stock of Rio and Santos on the 7th day of February, 1860, bags 23,245; Maracaibo, 4,136; Ceylon, 4,450; Java coffee, mats 31,000; government, bags 1,620; other descriptions, 400. Total