DAILY COMMERCIAL.

BALTIMORE, MD.

CORRESPONDENCE.

Letter from North Carolina.

[Correspondence Baltimore Commercial.]

GOLDSBORO', N. C., Dec. 8, 1865.

The Railroad from Newbern to Goldsboro'—Country along the Road—The Passengers—Two Ladies from the Far South—Their Misfortunes—The General Sentiment—Condition of Poor Whites and Freedmen—High Rent in Goldsboro'—Good Feeling among Merchants towards Baltimore—General Great—Hotels.

There being no railroad guide book for the South, at least that I know of, I shall give to the public such information in this respect as I may acquire. The railroad between Goldsboro' and Morehead City is called the "Atlantic and North Carolina Railroad." The distance from this place to Newbern is sixty miles, and from Newbern to Morehead City forty miles. There is one daily passenger train each way. On route from Newbern to this place lay over ground where many a life was lost in the late bloody war. The reader will remember that numerous fights took place when a Federal army was stationed at Newbern, and the rebels held Goldsboro' and Kinston. Kinston is half-way between Newbern and Goldsboro'. The line traversed by our train passes through a sandy and all but barren tract of land, covered entirely with a rather stunted growth of pine trees, until within a few miles of Goldsboro', when an occasional desolate and—as well as I could see in the moonlight—unenclosed field spread for a short distance its bare and stunted vegetation. We passed but two places between Newbern and Kinston where I noted any sign of human life. At one was a small dwelling-hut, built of pine boards, and an equally small structure of pine logs, which was probably meant for a stable.

At the other place, in an open spot in the woods, a little distance from the railroad, were a couple of very small canvas tents and a wagon. Fires of pine knots were burning before the open fronts of the tents. We saw no living thing moving about; the tenants of the miserable spot were no doubt in the tents. All that I saw at Kinston, besides the dim visions of houses here and there, was a large two-story frame building, near the station, the upper part of which was lighted up as if for a public meeting of some kind. The char in what I saw was dimly lighted by two candles. It was a good strong car, apparently but I had noted, when I first entered it at Newbern, by the daylight which had not yet "gone out," that it was dingy and much in need of new paint. It was capable of seating forty-four passengers, and was pretty nearly filled. When the night came in it looked dingy and gloomy enough in the faint light of the candles. This effect was added to by the dresses of the passengers. The Northerners were mostly arrayed in traveling gear, which has no brightness or gayety in it; and the Southerners were clad in plain homespun, not new in every instance. About three-fourths of the passengers were from the North. There were but three ladies in the car when we left Newbern. One of these, a young girl who wore a "jockey hat and feather," sat some three or four benches behind me; she sang the well-known song, "Tramp—tramp—tramp," nearly the whole way to Kinston, where she left the car attended by a gentlemanly-looking young man. The other ladies were accompanied by a boy about ten years of age, and one of them carried an infant in her arms. Their dresses were very plain; they wore plain straw hats deeply veiled and very unfashionable, and one of them a home-made shawl of dark woollen. Being enabled to render them some little service in rescuing one of their packages from passing feet, we soon established a kind of traveling acquaintance and I learned that we had a number of mutual acquaintances in New Orleans and elsewhere. The party were on their way to Halifax, Nova Scotia, to join the husband of the younger lady, who was the daughter of the elder one. They had never been so far north before. These ladies spoke in a touchingly simple manner of their sufferings during the war. They had been turned out of their house in New Orleans with but little of their clothing; their plantation house in Louisiana, to which they had then resorted, was burned to the ground with all their furniture and even all their clothing except what they were wearing at the time; and, afterwards establishing themselves at Jackson, Mississippi, they were again burned out of house and home, when that place was captured by the federal troops. The younger lady told me that they would not have been able to travel had she not been so fortunate as to collect $800 out of $1,500 due to her at Newbern. They left Goldsborough by the midnight train for the north.

I have conversed with many men here; and the general feeling among them seems to be to accept frankly the position in which the rebellion has left them. I have met but one who spoke at all violently, and he said that, in the event of a war between this country and France or England, he would fight on the side of the enemy. I am sure, however, that he would not. There is a general expression of weariness and despondency on the faces of people here, which seldom bear a laugh or see a smile. Even the colored population seem to have lost their usual elasticity of temperament. At the railroad depot, which is in front of the hotel where I am boarding, some negro freedmen gather at night; and kindle a fire of pine knots, and I have heard there occasionally the tinkling of the banjo and the shuffling of feet. But I have never heard a laugh even from them. The colored people seem impressed with the vastness of the recent revolution in their lot, and await in silent expectation the result of the great change.

Colonel Clapp, connected with the Freedmen's Bureau in this Department, tells me that the condition of the liberated negroes here is much improved, and that but little suffering among them is anticipated during the coming winter. He informed me that he called a few days ago upon the Mayor of Goldsboro' in reference to a statement, giving the latter for authority, which appeared lately in some of the New York papers, to the effect that the condition of the poor whites and freedmen here was deplorable. This interview with the Mayor, Colonel Clapp said, was had that the particulars might be learned upon which the statement was based, and that the Bureau might endeavor to afford relief. The Mayor told him he remembered making such a statement some months ago to some gentlemen from the North who made inquiries of him, but acknowledged that the condition of things is much improved. It requires close examination, however—I think so, at least, from what I was told—to find out some cases of destitution among both whites and freedmen; many suffer who make no sign. "Why is it?" I asked a gentleman the other day, "that so many negroes build their huts in streets and gather around them?" "Because they have no houses," he replied.

House rents are very high in this place. I was present when seventy-five dollars a month was refused for a single story frame building, about sixteen feet in front and thirty in depth, and which is unplastered. Real estate in the town sells at an exorbitant price for a place like this. An intelligent gentleman, with whom I fell into conversation, attributes it partly to the great number (comparatively) of negroes who have left the plantation and crowded to the town; partly to the number of planters who, dissatisfied with the changed appearance of things at their country homes since here where change is not so apparent; and partly to the demand for residences and places of business by northern immigrants. I may add to this that there seems to me to be a want of faith among the southern part of the population, both here and at Newbern, in the national currency; they think that it will soon rapidly depreciate, and they doubt if it will finally be redeemed. This may appear strange to us who are perfectly convinced of the contrary; but we must remember that they have had no one experience in currency which we have not had; they have proved a currency in which they once trusted perfectly valueless.

I find a general disposition among the merchants here to deal with Baltimore, if as prompt and cheap transportation can be had with our city as with New York. A number of them have told me that they would much rather deal with Baltimore than with New York, Philadelphia, or Boston. I noticed this state of good feeling towards our city as being general through the South, when I traveled in this section yearly for the six or seven years next preceding the civil war. The impression was general among the mercantile community that they could purchase goods as cheaply and as good terms in Baltimore as anywhere else. All that was wanting then, and all that is wanting now, to make this good feeling available, is the establishment of an adequate number of lines of steamers between Baltimore and other Southern ports.

Lieutenant General Grant passed through this place on Friday last on a special train, going to Wilmington, I suppose that you have learned from your exchanges of his graceful reception by the two Legislative Houses of the State.

I advise visitors to this place to "stop" at the "Granger Hotel." It is the best kept and most comfortable hotel at which I have "put up" since I have left Baltimore. Board $3 a day. ORIONIS.

Board of Trade.

Committee of Arbitration for December

GEO. N. EATON,
HENRY W. SLICER, JOSEPH O. FOARD,
WM. H. GRAHAM, JOSEPH S. HOPKINS.

COMMERCIAL RECORD.

Sales at the Baltimore Stock Board.

December 11, 1865.

FIRST BOARD.

American Gold.			2,000		41 issue 99¾
300	...	145			
1,000	...	145¼	Baltimore Chrome.		
5,000	...	s10 144¾	200 shs	...	1.00
5,000	...	145	Bare Hill Min. Co.		
5,000	...	s10 144¾	500 shs	...	1.70
5,000	...	s10 144¾	Pennsylvania Oil Co.		
5,000	...	s15 144¾	500 shs	...	.55
1,160	...	145			

SECOND BOARD.

American Gold.			U. S. 5-20's.		
650	...	145	3,500	... 1st series	97¾
2,640	...	145	1,000	... 24	97
5,000	...	s20 144¾	Balt. & Ohio R. b'ds.		
U. S. 5-20's.			500	... 75	100½
5,000	...	24 issue b2	99¾	Bare Hill Min. Co.	
5,000	...	b2 99¾	500 shs	...	1.70
4,000	...	99¾	Copper Hill Min. Co.		
2,000	...	99¾	500 shs	...	b30 1.60
1,000	...	b10 99¾	500 shs	...	b30 1.55
150	... 1st	101½			

Prices of Stocks and Bonds in New York

BY TELEGRAPH.

Furnished by Leonard J. Tormey & Co., Stock and Bill Brokers, No. 22 South Street.

December 11, 1865.

	1st Board	2d Board	5 P. M.
U. S. Coupons, 1881	107½	107¾	.....
U. S. 5-20's	102½	102¾	.....
U. S. 1 year Certificates	97¾	97¾	.....
Gold	145	145¼	.....
Tennessee 6's	88½	88½	.....
North Carolina 6's	81¾	.....	.....
Missouri 6's	76½	76½	.....
Canton Company	45½	45¾	45½
Cumberland	43¾	43¾	44
Quicksilver	47¾	47	.....
New York Central	96¾	96¾	96½
Erie	92¾	92¾	92⅞
Erie Preferred	85	85	.....
Hudson	108¼	108½	.....
Reading	116¾	115¾	115⅞
Michigan Central	116	116	.....
Michigan Southern	74¾	74¾	74⅞
Illinois Central	133	132	133
Cleveland and Pittsburg	93¼	93⅞	93½
Chicago and N. Western	35½	35½	35⅝
" " Preferred	63	62¾	62¾
Cleveland and Toledo	104	104	.....
Chicago and Rock Island	106	106¼	106¼
Mil. and Prairie du Chien	85¼	86¼	.....
Fort Wayne	105½	105¾	105½
Alton and Terre Haute	40¾	.....	.....
Ohio and Miss. Cert	.....	.....	.....
Tone of Market	Dull.	Dull.	Steady.

MONDAY, Dec. 11, P. M.

The business at the Stock Board to-day was small, and the dealings were almost exclusively in gold and Government securities, nearly every thing else on the list being neglected and dull. Gold was firmer at New York to-day, but here all the sales were at lower figures than on Saturday. The sales regular way were at 145¼ and 145, but fome $25,000 was sold sellers' option 10, 15 and 20 days, at 144¾.

Governments were strong, Five-Twenties selling at 99¾@99⅞ for second issue, and Seven-Thirties at 97⅞ for first, and 97 for second series. Five-Twenties closed at 102 bid, 102¼ asked for first, and 99¾ bid 99¾ asked for second issue, and Seven-Thirties left off at 97 bid, 97½ asked, for second series. For Ten-Forties 91 was bid and 91½ asked. The sales of Governments add up to-day about $24,000.

State and city 6's were steady at previous figures, but nothing was done in either, and the transaction in Railroad bonds was a sale of $500 Baltimore and Ohio 1875 at 100½. Railroad bonds generally were steady and firm. Railroad shares were firm, but there was no movement in them; Baltimore and Ohio closed at $111½ bid, $112 asked; and $21 was bid for City Passenger, which is an advance of ¼.

In the miscellaneous list the transactions were quite limited, and the mining stocks were all heavy. Bare Hill sold to the extent of 1,000 shares at $1.70; Copper Hill at $1.60 and $1.55; buyer 30; the closing sales being at the latter figure; Baltimore chrome at $1, and Pennsylvania Oil at 55 cts. Santa Clara was lower, closing at $12¼ bid, $13 asked. Bankers' and Brokers' Telegraph left off at $9 bid, $10 asked, and Petroleum Stove Company at $10¼ bid, $10½ asked.

The money market is altogether unchanged, and rates for commercial paper range from 9 to 12 per cent.—9 per cent. being the minimum rate for best names. Money is offering very freely on call at 6@7 ⅌ cent., the offerings being considerably in excess of the demand.

In New York to-day stocks generally were rather better than on Saturday. Canton improved ¼; New York Central ¼; Erie ¼; Michigan Central ¾; Michigan Southern ¾; Pittsburg ⅞; Rock Island ¼; Fort Wayne ¼; North Western ¼ and Mariposa ¼; Fort Hudson declined ¼; Reading ½; Quicksilver ⅛ and North Western preferred ⅞.

The New York *Tribune*, speaking of the money market, says:

Money was in active demand early in the day on Saturday, and there was an appearance of great stringency, but the demand was freely met, and at 2 o'clock large balances were offered at legal rates to brokers. There is no ease in money except on call, and all the long engagements are steadily declined by lenders. The high interest to be made by purchasing commercial paper at 15 per cent. per annum is attended with a risk careful people are slow to assume. The pressure upon borrowers in some of the Western cities has caused several failures, and more are soon to be announced as the year draws to a close. Relief from a pressure such as now exists can only be found in extensive liquidation among the large class of merchants and speculators who for years have been taking risks ridiculously in excess of their capital.

The Government appears to be in the market as a seller of gold. The New York *Herald* says:—The government sales of coin between Wednesday morning and Saturday afternoon are estimated to have aggregated over four millions. A considerable "short" interest has been accumulated in the gold market, and coin, which was loaned at five to seven ⅌ cent. previously, was in demand without interest on Saturday afternoon.

The "New York Stock Exchange" took formal possession of their new building on Saturday, which is one of the finest devoted to commercial purposes in the world, and specially creditable to its proprietors. It is elegant in its outward appearance, and within, unites all the conveniences which experience and the liberal use of money could secure.

The shipments of specie from the port of New York last week and since January 1 compare as follows with the exports during the same time last year:

	1864.	1865.
Forty-ninth week	$1,072,508	$400,930
Previously reported	45,546,581	27,352,270
Total	$46,618,893	$27,843,212
Excess in 1864		18,775,681

The New Orleans cotton statement of December 2 contains the following summary:

	Bales.				
Stock on hand Sept. 1, 1865					83,239
Subsequently received					277,977
Total					361,216
Shipped since above date					220,424
On hand Dec. 2					131,792

	Old.	New.	Total.	Date.	Deliv'd Estim'e Inter'r
N. & S. Carolina	90,000	20,000	110,000	60,000	59,000
Georgia and Fla.	200,000	30,000	330,000	99,000	231,000
Mobile	90,000	40,000	130,000	22,000	108,000
New Orleans	640,000	60,000	700,000	431,000	269,000
Texas	90,000	100,000	190,000	72,000	118,000
Memphis, Nashville, & York'ville	170,000	150,000	320,000		
Of which rec'd at New York					(115,000
Estim'd at other points					(90,000
Total	1,030,000	400,000	2,050,000	1,000,000	960,000

*Say stock at Memphis, (55,000,) Nashville (5,000,) receipts at St. Louis, Louisville, Cincinnati, and deliveries to spinners at Baltimore, Philadelphia, Boston and throughout the west.

Our estimate of the total of the old and new is therefore 2,000,000 to 2,100,000.

Baltimore Markets, December 11, 1865.

COFFEE.—Coffee continues very quiet, the only sale we have heard of to-day being one of 50 bags Rio at 20 cts gold. The market is heavy under the decline in gold, but rates are unchanged, and we quote as before, viz: Rio at 18@19 cts. gold for ordinary to fair, 19¾@20 cts. gold for good; 20¼@21 cts. gold for prime; Laguayra at 34@36 cts. currency; and Java at 46@48 cts currency.

GRAIN.—There was a heavy receipt of Corn this morning, the offerings embracing some 46,000 bushels white and 26,000 bushels yellow. The demand was active and nearly all the lots received were disposed of. White corn sold at 80 cts, but advanced subsequently to 83 cts, at which figure it closed pretty firm. The sales of white include 1,000 bushels at 78 cts; 2,000 bushels at 80½ cts, and 22,000 bushels at 83 cts. The sales of yellow include 5,000 bushels old flyout at 71@73 cts, and 15,000 bushels new at 76, 78 and 80 cts, only about 1,000 bushels bringing the latter figure. Of Wheat there were only about 2,000 bushels received, and sales were reported of only about 1,000 bushels red at from 185 to 220 cts, qualities ordinary to good fair. There are no prime Wheats coming forward, and it is useless to name quotations for them. Oats were rather lower. There were some 7,000 bushels received, all of which were sold at 41 cts measure, and 40@41 cts per bushel weight. The only sale of Rye was one of 100 bushels at 90 cts.

FLOUR.—We have heard of no transactions whatever to-day in Flour, and we see no change to note in the condition of the market. Good Super is still wanted, but the market for Flour generally is dull and heavy. There was a sale made on Saturday of 200 bbls Colorado Extra for Rio at $12 ⅌ bbl. We continue to quote:—Howard Street at $8.50@$9 for Super; $9.25@9.75 for Extra; $12@12.50 for Family. Western at $8.25@8.75 for Super $9.25@9.50 for Extra; $10@10.50 for Fancy do.; $11.50@$12 for Family; City Mills at $8.25@$9 for common to good Super; $9.25@9.50 for standard Extra; and $11.75@12 for shipping brands do. Patapsco, Reservior and other brands of Baltimore high grade Family and Extra are still selling at $15 for the former, and $13 ⅌ bbl for the latter. Rye Flour is dull $6.50@6.75, and we quote Corn Meal as before at $4.50@4.75 ⅌ bbl, but there is very little demand for it.

MOLASSES.—There is very little doing in Molasses, but the quotations are still as follows, viz:—70@65 cts for Cuba clayed, 55@70 cts for Cuba Muscovado, 65@75 cts for English Island, and 75 cts to $1 ⅌ gallon for Porto Rico. Golden Syrup is selling at $1.10@1.12, and Sugar House do at 14@48 cts ⅌ gallon.

PROVISIONS.—The business in Provisions continues almost at a stand still. The dealers generally anticipate a further decline in prices, and they are holding back for further developments. Very little Pork has yet been packed, and the stocks in the hands of the trade, both in the West and on the seaboard are very light. There is no new stock arriving, nor do we hear of any on the way. Bacon is selling at retail at 19@19½ cts for Sides, 16 cts for Shoulders, and 21@22 cts for Hams, but we hear of no transactions in Bulk Meat. Lard.—Mess Pork at retail is bringing $31@31.50 ⅌ bbl, but these figures could not be obtained for any large quantity. Butchers' Lard is offering at 18 cts, and we quote prime new city and Western at 17@18 cts. Hogs are higher, some lots of Live having been taken to-day at 13@13½ cts nett.

RICE.—There is no Carolina Rice to be obtained, but it would bring readily, if here, 12½@13 cts. East India is, however, in good supply, and prices for it range from 9½@10¼ cts.

SUGARS.—There was a sale on Saturday in addition to those previously reported, of 200 hhds Cuba Sugar, for refining, on private terms, but to-day there has been no movement in them whatever. There is little inquiry, and the feeling in the market is quite depressed. We quote nominally, as follows, viz: Cuba and English Islands at 12½@13 cts. for fair to good refining; 13¼@14 cts. for fair to prime grocery. Porto Rico at 12½@13¼ cts. for common to fair; 13½ @14¼ cts. for good to prime. 14½@15 cts. for choice, and Centrifugals at 15@16½ cts.

REFINED SUGARS.—Rates for Refined Sugars are unchanged, and we again quote as follows, viz: Crushed Powdered and Granulated at 19@19½ cts.; Soft Crushed White at from 18 down to 16¾ cts., and yellow at 16 cts.

SEEDS.—Cloverseed is lower. The limits of purchasers for foreign account have been reduced in consequence of the decline in gold, and the principal buyers were this morning only offering $8.25 ⅌ bus for the best lots, but there were no sales made. At New York prices for Cloverseed have declined one cent ⅌ lb, equal to 64 cents ⅌ bushel. Timothy is held at $3.75 @4 ⅌ bushel, but there is none selling, and we quote Flax seed steady at $3.15 ⅌ bushel.

SALT.—We notice the arrival to-day of a cargo of some 1,800 sacks Liverpool Fine, which has replenished the market previously nearly bare of this description. Ashton's is selling at $4.25, and we quote other brands at $3.75 ⅌ sack. Ground Alum is steady at $2.35 ⅌ sack, and we continue to quote Turks Island at 70 cts ⅌ bushel.

WHISKY.—Whisky is still very dull. There have been no sales to-day so far as we have heard, but it could have been bought readily at $2.31 per gallon.

Boston Cotton Goods Market.

December 9th.—Trade the past week has been very moderate, but few buyers have made their appearance, and in consequence very little has been done in either cottons or woolens. There is a disposition on the part of holders of goods to meet the wants of consumers, but we hear of no sales made yet that era of active trade when even comparatively low prices would be an incentive to large purchases.—Some uneasiness is manifested lest the bottom has been reached, and that jobbers who buy now will buy at the right time, while others look for a still lower range of prices. Thanksgiving week is always a quiet one for business, and this year the week is not an exception. As the mills generally have now, however, made up their six months' accounts, and sold their more staple stocks, there is less disposition to press sales at the close.

The transactions in cottons have been moderate, and prices are lower for some kinds. We hear reported sales of some styles of standard sheetings as low as 50 cts, but this is 2 cts per yard under what leading styles are generally held at. Large sales of medium priced and fancy sheetings have been made as low as 27½ cts, although the nominal price of the agents is 30 cts. Brown drills, jeans, stripes and ticks have been in moderate request at rather lower prices.—Prints are selling lower by jobbers by 2½ cts per yard than they can be purchased by commission houses.—Delaines remain the same as last week, with moderate sales.

Boston Markets, Dec. 9.

Flour—The market continues dull and the sales to the trade have been quite limited. Sales of Western Superfine at $8@8.50; Common Extra $8@9.25; Medium do $10@11; good and choice do $10, Michigan and Genesse $11.50@12.50; Illinois and Southern Ohio $12 @14; St. Louis good and choice $12.50@17 ⅌ bbl.—Canada is in limited demand. Sales of Superfine at $8@8.50; Common Extra $8@9.25; Medium do $10@ 11; good and choice do $11.50@12.50 ⅌ bbl. Southern is quiet. We quote Brandywine at $10.60; good and choice Family brands Baltimore $14@16 ⅌ bbl. Corn Meal is selling at $5@5.25 ⅌ bbl. Rye Flour $8@8 ⅌ bbl.

Grain—Corn is firm with a steady demand. Sales of Western Mixed at $1.05@1.06, and yellow at $1.08 ⅌ bushel. Oats are firmer. Sales of Northern and Canada at 63@64 cts; Prince Edward Island 57@58c ⅌ bushel. Rye is dull at $1.18@1.20 ⅌ bush. Shorts are selling at $28; Fine Feed at $30@35; Middlings $40@42 ⅌ ton.

Pittsburg Petroleum Market.

PITTSBURG, Dec. 9.—Crude is quiet and firm at 28@29 cts. bbl. returned, the latter figures having been obtained for one or two small papers. The ruling rates are 28@28½ cts., with signs of an advance, and 20 cts. and probably more, will doubtless be the quotations next week. Sales of 150 bbls. crude at 33½ cts., bbl. included; 900 do. at 28 cts., bbl. returned; 150 bbls. packages included, at 33½ cts.; 350 do., packages returned, at 28 cts.; 200 bbls. do. at the same figures. There is not much demand for refined, in bond, but prices are steady at 58@59 cts, on the spot, and 60@62 cts. for January delivery in Philadelphia. Free Oil commands 77@78 cts. Sales of 100 bbls. Residum at $3.25 ⅌ bbl.; 50 do. Naphtha, bonded, at 20 cts. The receipts of oil were large, but we are without full figures, as we were unable to obtain the wharfmaster's report.

Cincinnati Markets.

CINCINNATI, Dec. 11.—Flour and Wheat are dull.—Hogs are dull, and prices declining; heavy averages held at $8@9 gross; receipts, 5,900 head. The weather is unfavorable for packing. Mess Pork held at $27.50 @28, with buyers to some extent at $27. Green Meats have declined to 8½ cts. for Shoulders, 12@14 cts. for Sides, and 14½ cts. for Hams. Lard closes firmer, but early in the day was freely offered at 18 cts. Whisky steady at $2.26. Gold 144¾@145.

MARINE JOURNAL.

PORT OF BALTIMORE.

MONDAY, December 11, 1865.

Arrived.

Steamer Adelaide, Cannon, from Norfolk—to M N Falls.

Steamer Elizabeth, Fowler, from New York—mdse to J A Shriver.

Bremen ship Johanne Wilhelmine, Thurman, from Bremen, 47 days—mdse and 355 passengers to F L Brauns & Co—had bad weather and heavy westerly gales.

Bark May Queen, Brown, from Rio Janeiro, October 19th—coffee to Thomas Pierce—reports U S sloop of war Hartford sailed for Cape of Good Hope, 17th; reports November 4th, lat 6 10 S, long 34 40, signalized bark Paladin, from Baltimore to Bahia, which had just carried away maintopsail yard in a squall; 25th, lat 32 N, long 72, saw a bark running for Bermuda, mizzenmast and foretopsail carried away; 30th, lat 33 20 N, long 73, saw brig Aquineck, of Newport, R I, steering south; in the Gulf Stream, saw water casks and broken spars.

Br Bark St Lawrence, McLeod, from Demarara, 39 days—sugar to W H Perot—towed up by Ajax.

Br Bark Spirit of Trade, Sampson, 63 days from Liverpool—salt to F L Brauns & Co.

Brig Ambrose Light, Simpson, from St John, N B—lumber, laths, and shingles to Kelsey & Gray.

Brig Othama, Robinson, from St. John, N B—lumber to Kelsey & Gray.

Brig J & H Crowley, Drisko, from St John, N B—lumber to Kelsey & Gray.

Schr Josiah Whitehouse, Jones, from Boston—ballast to Kelsey & Gray—lost foretopmast.

Schr Wm L Burroughs, before reported in Hampton Roads, in distress, for repairs—to James Carey Coale—towed up by Mary Shaw.

Schr G M Partridge, Dorr, from Bangor—to Kelsey & Gray—potatoes to ——.

Schr W Sanders, Mott, from New York—sundries to Rose & Lyon.

Cleared.

Steamship Sea Gull, Fish, New York—S Blaisdell, Jr.

Steamer Adelaide, Cannon, Norfolk—M N Falls.

Steamer George Leary, Blakeman, from Norfolk—A W Gilmor.

Steamer Fanny Cadwallader, Cundiff, New York—J A Shriver.

Steamer John S Shriver, Dennis, from Philadelphia—mdse—J A Shriver.

Schr Helen Mar, Wines, New York—Rose & Lyon.

Schr L A Johnson, Culver, New York—Phillips & Maitland.

Sailed Sunday.

Steamer Richmond, Savannah—Carroll & Metis, New York.

Returned.

Steamship Worcester, Wiley, hence for Liverpool, put back Sunday on account of a slight damagement of her machinery, which will be repaired in a few days, and she steamer again sail for her destination. Mr. Evans, pilot of the Worcester, reports off James Point, bark St. Lawrence, from Demarara, an English full rigged brig, and a brownpodlite brig, showing a burgee, but could not make it out.

Come Up.

Schr Sallie Mears, Lewis, before reported at quarantine, from Malaga—to A B Morton & Sons—fruit to Dix & Steiner.

Below.

Br Brig Ravenswheel, from Malaga—to Dix & Steiner.

Memoranda.

Br Schr Gladiator, Westhaven, hence at Halifax, 24 instant.

[Correspondence Exchange and News Room.]

Fortress Monroe, Dec. 9, 1865.—The Br bark Campsie, from Baltimore, sailed to-day for Liverpool, Eng it will remembered that the crew of this bark mutinied some ten days since, and refused to go to sea in her after being paid the usual advance in Baltimore. They were put in irons, and subsequently placed in jail at Norfolk. The captain of the vessel yesterday afternoon obtained a new crew at Norfolk, and having repaired the injuries sustained to her bowsprit by another vessel running into her, sailed this morning.

The pilot boat Pride, which has been used by the Virginia Association of Pilots, since their organization about three months ago, was sold yesterday at Norfolk, Va., to parties who intend using her for a similar purpose at Charleston, S. C., for the sum of 3,550.

The weather, which was clear yesterday and the forepart of to-day, at noon clouded over, with every prospect of a continuance of the bad weather, which has signalized the opening of this, the first winter month. The wind is about S E, and E S E to-day, and indications suggest rain.

Custom Port.

Brig Mariwa, bound to Texas, and the following schooners:

Schr Northern Light, light, ready to sail.

Schr Wm Mazeck, light, ready to sail.

Schr J L Newton, discharging cargo.

Schr Wild Pigeon, discharging cargo.

Schr Mary R Somers, coal to quartermaster.

Schr Lewis Mulford, awaiting orders of quartermaster.

Schr Swan, wood for quartermaster.

Schr Gettysburg, corn stores for quartermaster.

Schr Harriet Rogers, coal for quartermaster.

Schr Creolina, Washington, forage to quartermaster.

Schr Rhodella Blew, awaiting orders of quartermaster.

Schr James B Henry, coal for quartermaster.

Schr Jessie L Leach, coal for quartermaster.

Schr J M Vance, coal for quartermaster.

Schr Daniel Townsend, coal to U S Quartermaster.

Schr Mary H Banks, coal to U S Quartermaster.

Schr Burrows, coal to U S Quartermaster.

Sailed To-day.

Schr Adeliza, for Richmond, forage to quartermaster.

Schr Americus, for Richmond, straw to quartermaster.

Schr Annie M Edwards, Richmond, coal to quartermaster.

Fort Monroe, December 10.—The Italian bark Christopher Columbus sailed to-day for Venice, with tobacco.

Arrived.

Schr A M Lee, from New York, forage to U S Quartermaster.

Schr J B McCarty, from New York, forage to U S Quartermaster.

Schr Francis Edwards, from Philadelphia, coal to U S Quartermaster.

A large number of vessels this morning, taking advantage of the reappearance of fine weather, set sail this morning and proceeded seawards. The wind, however, is still northeast, and at the writing the indications of good weather are not very promising.

A large meeting of the oystermen of Virginia, was held in Norfolk yesterday, for the purpose of taking measures to secure a revision of the laws of the State regulating the trade. A committee was appointed, with Captain Henry Fitzgerald as president, to visit Richmond for this purpose. The cause of the action of the oystermen, it seems, has resulted from the alleged trespass upon the monopoly and the rights which belong to them alone, but which of late and during the war, have been shared by the oystermen of other States.

[By telegraph to News Room.]

New York—Arrived December 11th, steamer Falcon, Aldrich—from Baltimore.

TRAVELER'S GUIDE.

To Washington, by Baltimore and Ohio Railroad, Depot, Camden street and Eutaw street—4.30, 7.05, 8.45 and 9.40 A. M., and 3.00 and 6.00 and 8.45 P. M. Sunday trains at 4.30 and 8.45 A. M., and 4.20 and 6.00 P. M.

To Philadelphia and New York, by Baltimore, Philadelphia and Wilmington Railroad, Depot President street—8.25 and 9.20 A. M., and 1.10, 4.10, 6.35 and 9.25 P. M. Sunday trains for New York 7.50 P. M., and for Philadelphia 9.25 P. M.

To Harrisburg, Elmira and the West, by Northern Central Railroad, Depot corner Calvert and Franklin streets, 9.00 A. M. and 12.10, 7.20 and 10.00 P. M.

To York, by Northern Central Railroad, 7.20 A. M. and 3.30 P. M.

To Parkton by Northern Central Railroad—12.30 and 5.30 P. M.

To Frederick by Baltimore and Ohio Railroad—4.30 P. M.

To Ellicott's Mills by Baltimore and Ohio R R—6.20 and 10 A. M., and 3.30 P. M.

To Salisbury by Phila., Wilmington and Balt. R R —3.25 P. M.

To Dover, Del., by Phila., Wilmington and Balt. R R—1.10 P. M.

To Wheeling and Parkersburg by Balt. and Ohio R R—daily mail 8.50 A. M. (except Sunday); Cincinnati Express, daily (including Sunday), 10 P. M.

To Westminster and Union Bridge by Western Maryland R R—9.20 A. M. and 2.50 and 6.40 P. M.

To Fortress Monroe, Norfolk and Richmond, by Bay Line, Union Dock, and New line, Spear's wharf, daily at 6.00 P. M.

To Cambridge, Oxford and Dover Bridge, Eastern Shore—every Tuesday, Thursday and Saturday, by Individual Enterprise Steamers, Light street Wharf.

To Annapolis by Balt. and Ohio and Annapolis and Elkridge Railroad, Depot Camden street—7.05, 8.45 A. M. and 4.20 P. M., and by Individual Enterprise Steamer from pier at foot of Camden street, every Tuesday, Thursday and Saturday morning at 7.30 A. M.

For further information, see advertisement of Railroads and Steamboats in another part of this paper.

SHIPPING.

FOR WILMINGTON.—The fine brig ISAAC CANER, Capt. Shute, is now loading and will have dispatch for deck freight only, apply to

KELSEY & GRAY,
dell-tf cor. Buchanan's wharf and Pratt st.

FOR NEW ORLEANS.—The fine copper Clipper Schooner GALVESTON, Capt. Dan. McCahn, will be ready to receive cargo for the above port on Monday, Dec. 11, 1865. For freight apply to KELSEY & GRAY, corner Pratt street and Buchanan's wharf. d9-tf.

FOR MOBILE, ALA.—A small first-class vessel will be despatched immediately, if sufficient freight offers. For freight or passage apply to R. M. HESLEN, N. W. corner Pratt and Gay streets. no24-tf

FOR NORFOLK, VA.

The schooner CORINE is now loading and will sail with dispatch. For terms of freight apply to M. A. MITCHELL.
no27-tf

FOR NEW ORLEANS, LA.—DISPATCH LINE.—The first class clipper Brig LARK, J. J. Hudgins, master, is now loading at head of Long Dock, and having nearly all her cargo engaged, will have immediate dispatch. For balance of freight or passage apply to

R. M. HESLEN,
nov22-tf Northwest corner Pratt and Gay sts.

FOR MOBILE.—A vessel will be despatched for the above port, if sufficient freight offers. Apply to

KELSEY & GRAY,
no17 tf Cor Buchanan's Wharf and Pratt street.

FARM OF 335 ACRES in Baltimore county, between five and six miles from Baltimore on the Philadelphia Railroad and turnpike; accessible also by wa. er for vessels of light draft. About 20 acres undercultivation, balance in oak, hickory and chestnut timber. Improved by stone dwelling of five rooms, with good basement, good barn, and all necessary outbuildings. For terms, &c., apply to

R. COLE,
N. E. corner Baltimore and North streets,
oct-tf Second story.

HOTEL ARRIVALS.

BARNUM'S HOTEL.

E C
S B Davis, Balto
M Ellinger, N Y
J M Worth, do
T C Grover, N C
H D Frazer, Charleston
J J Tayler, Balto
R H Campbell, Va
T E Hardy, N C
J S Moody, F Monroe
J S Allsten,
W H Warins, Ohio
O Frenks, do
J H White, Ga
E Lamb, Wash
Mrs R S Pleasants, do
T P Cook, N Y
J C Jones, Va
M Denny, do
S Stansifer, Md
J B Winston, Va
Miss C C Daingerfield, Md
W D Peachin, Va
J C Tuckett, do
J E Hersh, Pa
J Hough, do
B May, do
E T Higbee, N Y
C Shobee, N C
J N Abbey, Phila
Col J Taylor, Va
J T Davis, D C
E T Newkirk, Phila
W G Marshall, do
H Welchler, Va
— Goldsmith & wi,

J B Williams & wf, N Y
Miss Miller, do
J S Pool, do
T J Stone, Md
J C Jacobsohn, N Y
L A Lyne & la, Va
G W Addonsell, N Y
J R Clack, Md
J H Ward, do
J B Platt, Balto
A Zooistowski, Wash
G A Reams, N C
M Robinson, Pa
C D Ashcroft, do
A J Post, Jersey City
A P Beime, Va
J C Head, Richmond
H Conrad, N Y
T J Churchill, do
S F Barry, do
E Sinn, Md
J Sahm, do
J Mullaly, N Y
— Messenger & la, do
Miss O Messenger: do
Miss Glover, do
W H Tams, Va
A A Barnes & fa, Tenn
N R Arnold, Phila
A V Brown, Va
J B Rawlins, Md
G W Morton, do
W B Matthews, do
H C Noyes, D C
S Primrose, do
T Tabb, Va

FOUNTAIN HOTEL.

J P Myers, Wash
L Lasher, Md
N Fisher, do
S Davis, do
R J Brune, Wash
J W Cambridge, Md
C F Ringgold, Md
J Donnelly, Balt
S Herman, do
R Wilody, Phil
T H Schmerth, Va
H W Mizell, N C
H S Copper, do
S T Price, do
M G Coggin, do
C C Pool, do
H W Sewall, Va
E J Richardson, do
J Bauthend, do
G E Stanly, Md
D E Conklem, do
Jas Hamilton, Pa
J Thomas & daut,