NEW-YORK TRIBUNE.

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NEW-YORK TRIBUNE.

A Day Overboard!—The House at a Stand.

Correspondence of The Tribune.

WASHINGTON, Wednesday, Jan. 31.

"I have lost a day!" said the Roman Emperor sadly, reflecting that in the day just passed or closing no good deed had by him been done. How frequently penitential wailings would arise from Congress if the loss of a day sufficed to evoke them! But it don't.

An aimless and fruitless discussion on Slavery and the relations and mutual behavior of the North and South consumed the better portion of this day's sitting, and it was half past two when that endless theme was overlaid by a motion to go into Committee and proceed with the Naval Appropriation bill. The motion prevailed by a large vote, and the House proceeded to the consideration of the bill by sections and items. Three amendments were proposed and one of them passed before the proper place was reached for Mr. Rockwell's grog-stopping proviso, on which, and the cross-fires which it provoked, the Committee spent a good half-hour, and was still in mid-career when (20 minutes past 3 o'clock) a voice arose from the Loco-Foco side, (the second effort, I believe:)

"Mr. Chairman: I move that the Committee rise!"

Mr. VINTON—"I hope not, Mr. Chairman. Let us finish this bill, or if not finished, let us sit till 4 o'clock."

A *viva voce* vote was taken. Pretty loud both ways. The Chairman thought the Ayes had it.

'Division' was called. The Ayes stood up—nearly all Loco-Focoism, and alas! some twelve to twenty Whigs.

'Tellers' were demanded and carried; and the Members passed between Tellers; but the Whig array was broken—the wand of the Chairman of the Ways and Means was temporarily powerless: some Whigs sat in their seats; others swelled the hostile array in voting Aye, and the Committee decided to rise—84 to 60.

So the Committee was broken up and the House adjourned, leaving the day's work as good as undone. A resolute and manifest purpose on the part of the majority to sit the bill out would have very likely carried it through by 4 o'clock; now it will consume another day—perhaps more, if the Whig side of the House shall not sternly, unitedly resist an early adjournment. More can be effected any day between 3 and 4 o'clock, with the Whig seats full and every one promptly voting down a motion to break up the Committee, than in the whole sitting up to 3 o'clock.

Such a fruitless sitting and heedless adjournment may seem of little moment, but they really amount to a public misfortune. We are deep into the third quarter of the Session, and as yet we have not nearly concluded the inevitable business, leaving Postage Reform, New Territories, Land Reform and nearly everything of a like nature untouched. This week is nearly gone except the Private Bill days, and there are but four more weeks to come after it. Alas! that we should have lost a day!

Grog in the Navy.

Correspondence of The Tribune.

WASHINGTON, Wednesday, Jan. 31.

The House unluckily adjourned to-day when the Committee was just about to act decisively on the question of excluding Alcoholic Liquors from the U. S. Navy. I *hope* it will prevail anyhow, but I would rather have taken the decisive vote to-day. The postponement gives time for more strategy.

Mr. J. A. ROCKWELL of Conn. moved the discontinuance of the Spirit Ration as usual, and supported the motion by a few cogent remarks, mainly an array of facts showing how general and how advantageous is the discontinuance of Spirit Rations, or spirits at all, in the Commercial Marine of our Country. He made the best use of his five minutes.

When he sat down, the fire of amendments, substitutes, &c. intended to defeat the reform by indirection commenced. Propositions to give the sailors five cents, one cent, half a cent, &c. per day in lieu of the Spirit Ration were made. The Committee voted a commutation of four cents, said to be twice the cost of the Spirit Ration, and the amount now allowed to such sailors as choose to accept it.

Mr. MURPHY of N. Y. (Brooklyn) moved an amendment utterly excluding Intoxicating Liquors of all sorts from the Navy except as a medicine, and made a speech in favor of carrying out the Reform among Officers as well as Seamen. [I have no doubt his sole purpose in moving this is to overload and so defeat the whole. Reform. We shall see how he votes on the Main question.]

Mr. GREELEY objected that Mr. Murphy's proposition was not properly an amendment to Mr. Rockwell's, but contemplated a different end. One was to abolish a Ration and pay a commutation in money therefor; the other proposed to establish a police regulation with regard to the habits of Officers of the Navy, and to their private stores when on shipboard. He (Mr. G.) would vote very heartily for Mr. Murphy's proposition in its order, but wished the question first taken on Mr. Rockwell's, then on Mr. Murphy's as an additional and independent provision.

The Chair (Mr. J. R. Ingersoll) ruled the amendment in order, and it was fastened upon Mr. Rockwell's by a large vote, most of the ultra Temperance men uniting with the other side in favor though many of them with some trepidation for the result. And now,

Mr. MORSE of La. moved to *double* the Spirit Ration; and, that not being in order in an Appropriation bill, moved to reduce the commutation to half a cent a day, and thereupon made a smart speech against the Reform altogether, and in favor of ladling out the grog, old fashion.

—Here the matter rests for the day.

Slavery in the District.

The following is the Vote on Mr. COBB's motion in the House of Representatives that the bill prohibiting the introduction of Slaves into the District of Columbia for sale or hire be laid on the table:

YEAS—Messrs Atkinson, Barringer, Barrow, Bayley, Beale, Bedinger, Bocock, Botts, Bowden, Bowlin, W. G. Brown, C. Brown, A. G Brown, Burt, Cabell, Chapman, Clapp, F. Clark, B. L. Clark, Clingman, W. R. W. Cobb, Cocke, Crozier, Donnell, A. Evans, Featherston, Flournoy, French, Fulton, Gayle, Goggin, Greene, W. P. Hall, Harralson, Harmonson, Harris, Hill, I. E. Holmes, G. S. Houston, Inge, Andrew Johnson, Geo. W. Jones, Kaufman, T. B. King, La Sere, Ligon, Lumpkin, McDowell, McKay, McLane, Morse, Outlaw, Pendleton, Peyton, Phelps, Pillsbury, Preston, Rhett, Roman, Shepperd, Simpson, Stanton, Thibodeaux, Thomas, Jacob Thompson, R. A. Thompson, Tompkins, Toombs, Venable, Wallace, Wiley, Woodward—71.

NAYS—Abbott, Adams, Ashman, Belcher, Bingham, Blackmar, Brodhead, Butler, Canby, Cathcart, Collamer, Collins, Conger, Cranston, Crowell, Darling, Dickey, Dickinson, Duer, Dunn, Ecker, Edsall, Edwards, Embree, N. Evans, Faran, Farrelly, Ficklin, Fisher, Freedley, Gaines, Giddings, Gott, Greeley, Gregory, Grinnell, Hale, N. K. Hall, Hammons, J. G. Hampton, M. Hampton, Henley, Henry, E. B. Holmes, Hubbard, Hudson, Hunt, J. R. Ingersoll, Irvin, Jenkins, H. Johnson, Kennon, P. King, Lahm, W. T. Lawrence, S. Lawrence, Leffler, Lincoln, Lynde, Maclay, McClelland, McIlvaine, J. Mann, H. Mann, Marvin, Miller, Morris, Mullin, Murphy, Nelson, Newell, Palfrey, Peaslee, Peck, Petrie, Pettit, Pollock, Putnam, Reynolds, Richardson, Richey, Robinson, Rockhill, J. Rockwell, J. A. Rockwell, Root, Rumsey, St. John, Sawyer, Schenck, Sherrill, Slingerland, Smart, C. B. Smith, R. Smith, T. Smith, Starkweather, A. Stewart, C. E. Stuart, Strohm, Strong, Tallmadge, Taylor, James Thompson, R. W. Thompson, W. Thompson, Thurston, Tuck, Turner, Van Dyke, Vinton, Warren, Wentworth, Wick, Wilmot, Wilson—117.

☞ The *St. John News* states that the small-pox is making direful ravages in that city—there being over 1,800 cases there under treatment.

Wednesday in the House—Slave-Trade, &c.

Correspondence of The Tribune.

WASHINGTON, Wednesday, Jan. 31.

To-day was as good as thrown away so far as results are concerned—lost in useless debate—thrown away for want of firmness in the majority to sit hungry half an hour.

The call of Committees being commenced, and the District Committee being soon reached,

Mr. EDWARDS of Ohio from said Committee reported a bill to prohibit the bringing of Slaves into this District for sale or hire as Merchandise.

The bill having been read, and its reference moved,

Mr. CHAPMAN of Md. (Chairman of the Committee) gave notice that he should move a substitute. He considered this bill entirely too stringent, and raised the question that it transcended the constitutional power of Congress.

The House defeated a motion to lay the bill on the table.

Hereupon a running debate sprung up, of considerable interest. The Southern Members generally spoke quite reasonably and temperately.—I gathered from their remarks that, since this measure had been asked for by the District authorities, they would vote for a bill giving the Corporations of Washington and Georgetown full power over the subject, and they would go no farther.

I did not so well like the tone of the Northern Speeches, excepting a very good one from Mr. HUDSON of Mass. There was too much foot-licking about them. It seems that, as the remembrance of the views of their constituents grows fainter and the Inauguration comes nearer, the spirit of the North in this House on questions affecting Slavery grows palpably tamer and more flexible.

Finally the whole subject was laid over, and the House went into Committee.

The Gold Region of Virginia.

Correspondence of The Tribune.

WASHINGTON, Wednesday, Jan. 31.

I have just been conversing with a gentleman fresh from the Virginia Gold Mines, near Fredericksburgh in that State. He assures me that the present yield of the Whitehall Mine (Stockton, Heiss & Co.'s) is decidedly ahead of California—certainly over $500 per day to a working force of sixty hands. That mine has recently been supplied with first-class machinery, and is going ahead under full sail.

My informant thinks that other mines situated in the same vicinity, in fact on the same range or veins, *will* do as well as the Whitehall when as well worked; but I did not gather from him that any are doing much just at present. Several contemplate vigorous operations as soon as the Spring opens. By all accounts, the Whitehall ore is the richest in the known world, and there seems no reason to doubt its holding out.

—If solid men of business, who know something of Mining and nothing of Stock-Jobbing, should take hold of these Virginia Mines generally, with a view to raising Gold and not to selling shares, I believe they could hardly fail to prove permanently productive. If they mainly get into the hands of the kite-flying sort, it will soon come to nothing, be the gold ever so abundant and accessible.

Gen. Taylor en route for the Capital—Mr. Clay in company with the President Elect.

By Telegraph.] NEW-ORLEANS, Tuesday, Jan. 30.

General Taylor left his plantation to-day, on board of a steamer, for Vicksburg, his first stopping place on the route up the river. From Vicksburg he will proceed to Nashville, Tennessee. He anticipates reaching Washington by the 20th February.

Mr. Clay accompanies Gen. Taylor. The former appears to have entirely recovered his health. The Cholera has entirely disappeared from our midst, and as the weather is favorable, no recurrence of the epidemic is anticipated.

The California fever is raging, however, and great numbers are preparing to engage in gold mining expeditions. The Cotton market is firm, but few sales are being made, holders awaiting the news by the Canada. Freights are advancing.

Emancipation in Kentucky.

Extract from a private letter to the Editor of The Tribune, dated

"MAYSVILLE, Ky. Jan. 25, 1849.

"We are having an interesting time here. The Emancipationists are just beginning to be felt. The Slaveholders and Perpetualists of this County (Mason) lately circulated a call for a meeting of those who are opposed to meddling with or disturbing Slavery in forming a new State Constitution next Summer. Well: they obtained some 270 names, and they passed resolutions accordingly. Now the Emancipationists are circulating calls for a meeting next County Court day (2d Monday in February,) which will embody some *three times as many* names as the other, and their meeting will be far more of a demonstration. This County will strike a blow against Slavery that will be felt throughout the South."

Ship Sabina.

This vessel, formerly a whaler, and a very fast sailer, will sail from Sag Harbor on Monday next, with a joint Company of sixty, beside ten passengers. She is fitted out for three years. In this Company are no less than seventeen Sea Captains, all of whom, we believe, have commanded vessels round Cape Horn. The oldest Captain of the Company (Capt. Greene) is appointed the Commander of the Expedition.

THE BARK EXPRESS.—A rumor was quite current yesterday throughout the City, that the bark *Express*, Capt. Lane, which sailed from this port on the 4th of January, was totally lost on the 18th, and that the second mate only was saved. The following letter from the owners of the vessel, will remove the unpleasant feeling caused by the rumor, and explain the manner in which the *second mate was saved*:

BARK EXPRESS, (at sea) Jan. 18, 1849.

After parting with you on board the steamer, we had a pleasant time, with the exception of the usual complaints on such occasion—sea sickness—until the following day, when we had a very heavy gale of wind, the vessel being deeply laden and the sea making a clear breach over her.

After ten days of such weather as I never before experienced, it moderating a little, it was deemed advisable to throw overboard a portion of our cargo. Through the stupidity and carelessness of the second mate (who is sent home in irons, he having attempted to scuttle the vessel,) we lost our main-yard. This will not prove of serious consequence, having a spare one on board. While lightening the Express, we found the cargo somewhat damaged, and upon a proper examination found the second mate had been seen (by the cook) to cut holes through the deck in the galley. Fearing he might do farther damage, and the passengers protesting against his remaining on board, unless in irons, to get rid of him, Capt. Lane sends him home by Capt. Armstrong of the Br. brig Clarence, to be at your and the underwriters' disposal, rather than his.

With the exception of the above accidents, we have had nothing worthy of special note to relate. All hands, passengers and crew, are in fine health and spirits, and hoping that the next accounts you will have from us will be from San Francisco.

I subscribe myself your ob't serv't,

SAMUEL W. JONES.

☞ The *National Era* states that Mr. DIXON of Conn. was absent on the vote to reconsider Mr. Gott's resolution. Mr. D. was present, and voted to lay the motion to reconsider on the table. At every stage of its progress Mr. D. voted in favor of the resolution.

☞ The Washington Correspondent of the *Philadelphia North American*, says that it is stated, on good authority, that an error of $86,000 has been detected in the Register's office in the issue of Stock upon the last loan.

MILWAUKEE.—The *Weekly Commercial Advertiser*, a large Hunker paper, has been suspended for the present. It was started by the Cass men to break down the *Wisconsin* of the same city, which supported Cass as a Free Soil candidate and not on the Nicholson Letter platform. Ultra-Hunkerism is below par in Wisconsin.

☞ The *Boston Bee*, one of the most spirited and industrious of our exchanges, has come out in a new dress, giving signs of waxing prosperous. Its editor, BEN. PERLEY POORE holds a keen and sprightly pen, and is evidently no drone in the hive

☞ The following song was sung by L. S. COLLINS, one of the Camargo Company destined for California, on board the brig Thomas Walters for Tampico, as she left the wharf at Philadelphia on the 31st Jan:

SHALL home and kindred be forgot,
And never brought to mind?
Shall memory cling to no dear spot,
Nor loved ones left behind?
Though all our treasures held most dear
For gold we now resign;
Come, comrades, give a hearty cheer
For days of Auld Lang Syne.

The richest veins of gold we trace
In Sacramento's mine
Shall never from our hearts efface
The treasures left behind;
And though o'er Ocean's stormy breast
Right joyfully we sail,
We'll not forget the urk of rest
When distant climes we hail.

Remember us, as o'er the sea
In search of wealth we go,
And pray for us when round our bark
The fearful storm-winds blow;
Then, when the dangers all are o'er,
To which Love terror lends,
We'll, kneeling, kiss the golden shore,
And drink your health, dear friends.

The Golden Chronicles.

(Continued.)

The Gold Excitement steadily increases, and hundreds are moving off, from all parts of the country, toward the modern Land of Promise. The lead in these movements so far, has been taken by Massachusetts, and the New-England States generally, although New-York and the Great West are by no means backward in their Golden efforts.

The pilot-boat William G. Hackstaff will leave this port on Saturday next, for California direct. She is commanded by Capt. Charles Waite, one of our most skillful Pilots, who has been connected with the vessel since her construction. The H. has had the singular fortune to be out in every gale that has blown on our coast since she entered the pilot-service, and through these has proved herself one of the fleetest sailers and best sea-boats ever built. She takes out some ten passengers, and is provisioned for eighteen months.

W. F. WHITE, brother of J. W. WHITE, Esq. of this City, sailed last week for San Francisco in the South Carolina. He has taken with him a large amount of goods and intends to settle permanently at San Francisco as a merchant. He has also taken with him all the necessary apparatus for mining operations. He has been for five years an examiner of goods in the Appraiser's Department of the New-York Custom-House, where he won for himself a high character for attention and integrity. There is now on the files of the Department at Washington a voluntary testimonial from the leading importing merchants with whose business his duties made him connected, which speaks of him in the highest terms. His young wife, to whom he was recently married, accompanies him. May prosperous breezes and propitious fortune accompany them.

We have gathered from our exchanges and other sources the following condensed statement of the Gold movements in different States, with a number of other matters relevant to the subject:

In this State, the country towns are extensively affected. Thirty-six names have already been entered upon the roll of a company of Gold hunters at Hudson. The number is limited to 50. Fifteen persons, a majority of whom are mechanics, are making arrangements to start from Saratoga Springs about the 1st of February, and the disposition to embark is increasing in that vicinity. The company which has been forming in Auburn has its full complement of 50 men, at $500 each. The company is composed principally of young men. A ship has been purchased and freighted for three years, beside many articles of merchandise, and is to sail from New-York about the middle of February.

Another party, composed mostly of Railroad men, fully equipped for the Gold Regions, started from Utica on the 20th, and are to embark in a few days, at New-York. Each member of the company contributes $1,000 to the capital stock. They take with them not only all the requisite materials for mining, but also machinery for mills, &c. The names of the members of this association are as follows: W. J. Bullion, Civil Engineer; Homer Williams, John Bell, Jas. M. Warner, Michael Kilduff, Levi Parsons, Jas. Carter, Mr. Potter, and William Hall. The Utica Gazette says that in addition to these, several others have gone from that city. Messrs. Hackett and Davis sailed last week. Mr. James D. Pond followed on Thursday. Capt. A. M. Dobbie is now in New-York making arrangements for the embarkation of an independent party of twelve or more. All these are exclusive of the thirty who go out under the auspices of the 'Utica Mining Company.' This city will have a full representation at the 'placers.'

Seneca Falls started out a company some time since; and the Geneva Gazette says the citizens of Ontario Co. are about forming an Association of not more than 30 persons—to be styled the Ontario Trojan Band for California. Every member will be expected to go personally to California, and the plan of the company will require that each member be able to command $300 in cash. If the Band is organized, it will be constituted chiefly of farmers and mechanics, and not to exceed three professional men. The government of the Band will approach somewhat to military discipline.

Several are about leaving the town of Angelica, Allegany Co.

A company of from 10 to 15 is to start from Palmyra in a few days. They rendezvous in New-York, and thence proceed by some route to be hereafter fixed.—Half a dozen citizens of Balston are about starting; and a number of other expeditions Californiawise are reported as in progress.

Massachusetts will have an extraordinary delegation at the Gold mines. All kinds of companies are forming in nearly all the large towns in the State, and several hundred persons are already far on their way to the Golden Land.

The following vessels cleared from Boston on the 26th: Brig Almeda, for San Francisco, having on board the Bay State and California Trading Company, 29 in number, who are provided for a residence of several years in the Gold Regions.—Brig Mary Wilder, cleared the same day, for the same place, with the Massachusetts and California Mining and Trading Company.—Ship Montreal sailed same day for San Francisco via the Sandwich Islands, carrying out one of her owners; the cargo was very large.—Ship Pharsalia sailed same day for San Francisco, with 149 passengers.

Within a few days, many vessels have changed hands, with a view of loading for California in Boston, and the demand for them has materially enhanced their value. The following are reported: Ships Sweden, $30,000; Arcatus, $16,000; Leonore, $14,000; Frances Ann, $11,000; Duxbury, $10,000; York, $8,500; bark Velasco, $8,200; brigs Sea Eagle, $9,500; Messenger, $7,500; and Acadian, $6,000. Brigs Lanark, Taranto and Canonicus have also been sold for handsome sums.

Among the vessels announced for California, and not mentioned above, are the ships Charlotte and Regulus; barks Oceanus, Rochelle, Gilbert, Mimosa, Lucinda Maria, Orb, Drummond and Thames; brigs Rodolph, Globe, Col. Crayloe, and Oriental.

The schooner Boston cleared from Boston on the 24th, for Talcahuano, Chili, whence she will clear for San Francisco. She had 29 passengers, and no cargo but her stores. Being a British vessel, she will be obliged to put in to some port and clear again for California.

Among the new expeditions forming at Boston are the following: The "Pacific Company," with number limited to 30, each contributing $1,000. The ship York has been purchased, and will be fitted out as a home for the Company in California for two years. They propose to sail about the 20th of February.—"El Dorado Association" is the name of another. It is to number 30, with shares of $300 each. No persons is to be received without two good recommendations; no liquors allowed on board, and no gambling.

The total number who have sailed so far from Boston alone, is given at 893. The seven vessels which cleared within one week (the last) carried out 489 passengers.

The Transcript says that Mr. E. A. Wright, Treasurer of the Boston Museum, has left town to sail from New-York for California, taking with him as a souvenir, a gold watch of the value of $1,100, from the Manager of the Museum.

The "Bunker Hill Mining Company" completed their organization on Wednesday last. Daniel Bradford of Duxbury was chosen President. The company have purchased the ship Regulus, and intend sailing on the 1st of February.

Several wealthy gentlemen of South Boston are employing thirty young men to go to the Gold Region. The capital invested in this enterprise is made up of subscriptions from the projectors, of sums varying from $1,000 to $5,000 each. The persons employed are to receive, for their labor and time, a certain portion of the profits at the expiration of a term of years.

Another company is forming at Plymouth, Mass. It is to be called the "Old Colony Trading and Mining Company." They propose purchasing a separate vessel, lading her with houses, tents, provisions, &c. and embark about the 10th February. Those of the Company who prefer going by land can do so by paying the extra expense themselves.

A number of vessels up at New Bedford, for California, have already been announced. The bark Dimon has been taken up by one company of 40 persons, and will sail in a few days, with 80 passengers and a supply of provisions for two years. The other vessels are in a state of forwardness, and will all take their departure in the course of this month. The Tremont, just engaged for the same destination, is a large schooner of 275 tons, and will take a cargo of domestic goods; she has already 98 passengers engaged.

An expedition by the land route is fitting out in Westfield, (Mass.) under command of Capt. Harding, composed of the most enterprising citizens of the place. The number of subscribers is 50, each of whom pays in $125. The association is styled the 'Hampden Trading and Mining Company.'

North Adams has also formed a company. Each member pays $300, and it is intended to charter a vessel for Matamoras, to be freighted with lumber, for sale on arrival.

The Holyoke Company, destined for California, has been organized in Northampton. The Company is limited to fifteen, and is full. Each member pays in $500, and they go out for a year or more, according to circumstances. They intend to leave about the first of February.—The brig Charlotte sailed from Newburyport on the 23d, with 43 passengers and a full cargo of assorted merchandise.

The Fall River Monitor says that the bark Mallory, from New-York, has been purchased by a company of young men of Fall River, and is expected to sail for California by the middle of February. The Company is to number 50 men.

The Hampden Mining and Trading Company, composed mostly of young men, left Springfield on Thursday last for New-York, to proceed hence to Matamoras, then up the Rio Grande to Point Isabel; and from that point will strike across the country on foot, a distance of about 1,700 miles, which will, according to their calculations, take them about 75 days. Their supply of provisions and heavy baggage they ship round the Cape, and which they expect will arrive about three months after they have commenced their 'golden' labors. The Company numbers 26.

An attempt is being made to form a California Company in Chelsea, (Mass.) It is proposed to limit the number to thirty—to purchase a small vessel, and load her with provisions for a two years' voyage, and other freight for trading. About a dozen enterprising young men have already joined the Company.

Eleven young men left Lynn last Monday for California, in the brig Charlotte, Captain Bartlett. There are several other companies which intend to leave Lynn in a few weeks.

Six or eight young men left Lawrence, (Mass.) last Saturday. They go armed and equipped to resist the climate, and their enemies, if they find any.

Upward of 40 citizens of Edgartown, Mass. have also formed themselves into a company, with the intention of procuring a ship and proceeding with all dispatch. The brig Vesta, now undergoing repairs, is up for California, and will sail without unnecessary delay.—The ship Henry Astor is fitting out at Nantucket, to sail for San Francisco, (manned entirely by Nantucket whale men,) about the 20th of February.

The first vessel from Rhode Island—ship Hopewell—sailed from below Warren, R. I. last week. The Argo left Providence with about 100 passengers to accompany the Hopewell to sea. Different Rhode Island companies have purchased the bark Naumkeag, of Bath, Me. and Winthrop, of Augusta, which are soon to proceed.

Maine sends large representations from her various seaport towns.

The schooner Eudorus and bark Suliote will start from the vicinity of Bangor, for San Francisco, within a week. About forty or fifty sail in the Suliote, and some thirty in the Eudorus. Six of the townsmen of East port left on Wednesday last.

The *Kennebec Journal* states that Capt. Clough, son of Mr. Asa Clough of Monmouth, Kennebec Co. who is in command of a whale-ship out of New-Bedford, has been into San Francisco, and writes to his friends that he has gold enough, and is coming home.

The 'Granite State' sends a Trading, Mining and Agricultural Company from Hanover—composed of 25 able-bodied men, each required to give security to the amount of $200. It is to proceed to California early in the Spring, via St. Louis and Santa Fé.

In Concord a meeting was held, on Monday evening, for the purpose of taking measures to organize a California Company. It is proposed to procure fifty associates, each putting in $1,000, with which to purchase and freight a vessel.

Twenty-two persons in Manchester have entered their names in one company, for California—several others have gone, and more purpose going.

From East Bennington (Vt.) several have left—to sail from New-York in the steamer Falcon, and cross the Isthmus.

A joint-stock company is being formed in New-Haven, Ct. for the purpose of trading and mining in Mexico.—It is purposed to establish a line of trading posts between El Paso on the Rio Grande, and San Francisco, on the Pacific coast. A party of armed and mounted men are to be employed in trading with the inhabitants of New-Mexico, California, and vicinity, and in collecting provisions and transporting goods from point to point. The others to be employed in mining and mechanical business. The company will consist of 150 men, each of whom is required to become interested to the amount of $250 in the capital stock. Eighty of the party will go by sea to San Francisco, and the rest by way of Point Isabel, up the Rio Grande, via El Paso and the Gila river, to San Francisco—establishing trading posts by the way.

The seafaring men of New-London and vicinity are emigrating in crowds to California.

Ship Trescott, Captain Mallory, sailed from Mystic, Conn. a few days since, with about 50 passengers, among them William Faulkner, late of the Norwich News. He takes with him his printing press.

The schr. Velasco, having on board the Groton California Company, sailed from Norwich, Ct. on the 26th.

From Hartford, a number of large parties have either started, or are preparing. One association, headed by A. M. Collins, Esq. has capital stock to the amount of $30,000, divided into shares of $25 each; all paid in.—Several persons have gone from Middletown, Ct. among whom are Messrs. A. D. Merrifield, Benj. Starr, F. Fisk, A. J. Phelps, E. Phelps, Chittenden, Savage and Wilcox. Others have gone from the towns of Portland and Glastenbury.

The Fever is spreading in Pennsylvania, especially in Philadelphia and its vicinity. The excitement extends to all classes, and hundreds are preparing to embark. The ship Mason left on the 20th for San Francisco, and brig Baltimore same day for Tampico, the passengers of the latter taking the overland route to the Pacific. The Thomas Walter was to have left on the following Monday, also for Tampico, and on the 1st the brig Paul T. Jones. The ship Levant is also announced to leave in a few days for San Francisco, around the Horn.

A company in Pittsburg, Pa. of 40 or 50 individuals, is also preparing to start by the overland route. They are procuring wagons and baggage, and expect to leave Independence some time in April. They will keep up their military organization, even after they arrive at the mines, for mutual protection, although each man designs to work on his own account.

Three citizens of Mauch Chunk left last week for the Gold Region.—A party of 10 young men left Reading on Thursday. A number of persons, in the Railroad workshops are endeavoring to form a company for California, and will probably go off in a strong body.

At Lycoming (Pa.) a California meeting was addressed recently by Gen. Thos. Jefferson Sutherland, who is on his way to Fort Smith, Ark. whence he starts with a party early in April for the Mines.—A few persons have started from Towanda. They will probably be followed in the Spring by several others from the same place.

A number of Jerseymen have already gone, and more companies are forming, at New-Brunswick, Freehold, and other towns. A meeting for Californian Emigration was to have been held in the latter place on Monday evening.—Two young clerks in the same town have joined the New-Brunswick company.—An Association is also in progress among the staid people of Salem, in West Jersey.

The Mayor of New-Brunswick, Dr. Augustus F. Taylor, has been tendered a complimentary supper by the members of the Common Council, previous to his departure as President of the "N. B. and C. Mining and Trading Company."—The Roe Mutual Association have purchased the schooner Roe, and stocked it with merchandise and mining implements to the value of $5,000.

Maryland also sends an abundant representation to the Mines. The ship Jane Parker sailed from Baltimore on the 26th, carrying 75 passengers, some of whom were Philadelphians, and among whom were the members of the 'Harford California Association for Mining Purposes.' There was also a Company of 8, made up from the Mechanical Fire Company of Baltimore, who took with them a tent sufficient for their own accommodation, a wagon, and all the other et ceteras deemed necessary for comfort.

A recruiting station has been opened at Baltimore, to fill up the Rifle Regiment for Oregon and California service. The recruits will start immediately for the Jefferson (Mo.) Barracks, where they will join the Regiment under command of Col. W. W. Loring, and proceed as soon as possible to California.

The following residents of Havre-de-Grace and its vicinity have left to join Gordon's California Association, shortly to start from this City: Joseph C. Boyd, H. N. Brown, William Wright, Joseph Pennington, John T. Courtney, Edward J. Edger, Henry P. Carver, Jacob O. Michael and D. W. Gilmore.

The former Sheriff of Cecil Co. (Md.) Mr. Edward Foard, will shortly proceed to the Diggings, to try his fortune.—A merchant in Baltimore, who sent to California a year ago, on a venture, $5,000 worth of old store-goods, is stated to have received the bill of lading from San Francisco for $35,000 in gold dust.

The Odd-Fellows have also sent their Delegation to the Mines. The U. S. Grand Lodge, at its last session in Baltimore, appointed Capt. V. Fraser, of the Revenue Service, Special Deputy Grand Sire for California, Oregon, Sandwich Islands, and ports in the Pacific. Capt. F. goes out with full authority to grant dispensations for Grand Subordinate Lodges and Encampments.

The bark John G. Colley is being fitted up for California, at Norfolk, Va. She will be ready about the middle of February.

An Overland Company is in formation at Talbotton, Ga. Each member deposits $50 with the Treasurer, and forfeits the amount for the use of the Company on non-fulfillment of conditions. Another Association is in progress at Decatur, Ga. to start on the 1st of April. Their course will be via Memphis, Tenn. to Fort Smith, Ark. there laying in supplies to Santa Fé, and thence to take the late military road for San Francisco—making the entire distance 2,300 miles. Four months is the estimated time for the journey. The company will be divided into parties of six men each, each division to furnish one two-horse wagon and two saddle-horses, with tent, etc. The company now numbers 60, from different parts of the United States—and will be accompanied by Physicians, a Geologist, a Chemist, a Mineralogist, a Botanist, &c. and have a couple of Mountain Howitzers for defence, also a transportable forge, blacksmith, &c.

An expedition is projected from Vicksburg, Miss.—to go by the Fort Smith route, starting on the 1st of April.

Various vessels have left New-Orleans for California direct, around the Cape. The Architect sailed on the 10th, with a large number of passengers, for San Francisco—the steamer Fanny took out another company of 44, and a small band of 15, who intend on arrival in Mexico, to effect a combination of forces for mutual safety, thus forming an Association of 75, all well equipped.—The steamer McKim is to leave Lafayette, La. for San Francisco, and was to have sailed on the 1st Feb.—Another party left New Orleans about the 10th, for Brazos, on their way to California, composed as follows: Whit. D. Carhart, S. D. Melville, R. S. Freeman and J. H. Barkley, all of Georgia, and B. J. Bell of Florida. They will proceed by the way of Matamoros, Monterey, Parras and Durango, to Mazatlan, and thence take shipping to San Francisco.

The fever is raging in Iowa. Companies are forming all over the State. They expect to go by land and to start in the Spring.

Wisconsin also has the contagion. The first party from Racine left a fortnight since; a number are making preparations in the vicinity of Watertown, and a company of 50 is projected at Fond-du-Lac, to leave in March.

In Illinois, the "Peoria Pioneers" have elected Thos. Phillips their Captain. The company now numbers 47.—The Editors of the Belleville (Ill.) Times have sold out their establishment, to go to California to the Spring.—The excitement is said to have subsided in a measure at Chicago.

Indiana has formed several companies. Three of these have completed arrangements, and will start from South Bend in the Spring. The following persons have already gone from South Bend:—Messrs. Jas. Cook, Oliver and Augustus Crane, Warren Sutton, and Enoch Wright.

Another party of Cincinnatians left ten days since for California, via this City. Their names are Alex. Anderson, Jas. Anderson, S. Smith, Wm. Crechton, and Jas. Craney. The region of Conneaut (O.) bids fair to be well represented. The preliminary steps have been taken for a company to start in March.—Eleven citizens of Conneaut have enrolled their names among the company. They will go to Independence, and thence by the Great Salt Lake, to their place of destination. Another company is also organizing in the same place, composed principally of young men.

A company has been formed in Findlay, Hancock County, O. who have determined to leave about the 1st March for Cincinnati, and thence proceed to St. Joseph, Platte Co. Mo. and take the overland route.

The "Wolverine Rangers" is the title of a California company at Marshall, Michigan—to start in a month or two. Mr. George Corsellus, long connected with the newspaper press of Michigan, left for California on Tuesday last, and Michigan will soon be more fully represented.

Canada, even, has not escaped the contagion. The *Montreal Courier* says that many citizens at that place are on the point of departure, and there are other movements of the same kind in various localities.

(To be Continued.)

CITY ITEMS.

FRIDAY, February 2.

THE ACCIDENT ON BOARD THE FALCON.—The man who was killed yesterday on board the *Falcon*, by the fall of a block from the rigging, was a fireman belonging to the vessel. The sailor, through whose carelessness his death was occasioned, was left behind by the Captain.

GALLERY OF THE OLD MASTERS.—We learn that the Lyceum Gallery, (563 Broadway,) of Paintings and Engravings, comprising more than 100 of the works of the Old Masters, including Titian, Raphael, Rubens, Salvator Rosa, &c. and 700 engravings, will be open to the public, free, for the period of one week, from 9 A. M. to 10 P. M. commencing on Wednesday the 7th of the current month.

LADY BURNED TO DEATH.—We regret to learn that a lady lost her life yesterday on board the steamship *Northerner*, by falling down the hatchway upon the boiler. She was rescued alive, but died soon after the melancholy occurrence. [Sun.

☞ A colored man named James Henry Cox, who has been for sometime past employed as steward of the schooner *St. Mary* of Williamsburgh, where he resided, while passing an alley in Orange-st. near Grosse-st. last evening, was struck by a brick-bat which was hurled at him, inflicting a serious wound on his head.—Dr. Hugh Sweeney dressed the wound, and advised his immediate removal to the City Hospital, which was done.

POLICE COURT.—A fellow who gave his name as Andrew H. Darcy, was arrested about 10 o'clock Thursday night by officer Wallace, as he was in the act of breaking open the stable of Wm. Decker, in Twenty-seventh-st. near Third-avenue. Held to answer..... A young man by the name of William T. Edwards, was taken into custody last evening by officers Lusk and Isaacs, on a charge of having stolen 40 pieces of iron lines from a box or package in the ship Corsica, while on her passage from Belfast to this City. The accused was locked up for examination..... Officers Jenkins and Rafferty last evening arrested two girls known as Mary Ann Johnson and Ellen Dewery, on a charge of constructive larceny, in picking up and keeping a $20 bill, which had been dropped on the floor of house 12 Ann-st. by one John Gregory..... Amelia Payton and Mary Jane Wessing, too were brought up and detained to answer a charge of stealing a watch valued at $40 from Peter Huff, of Murray-st.

OHIO LEGISLATURE.—The Legislature is composed of persons pursuing business as follows:

40 Farmers, 36 Lawyers, 6 Printers, 4 Physicians, 4 Merchants, 4 Manufacturers, 2 Millers, 2 Mechanics, 1 Clothier, 1 Potter, 1 Factor, 1 Flaberman, 1 Tanner, 1 Carriage Maker. Married 96. Single 9. Engaged 1.

☞ A horrible murder is reported to have been committed at Uxbridge, Mass. on the 31st, under the following circumstances: A young man had invited a girl about 14 years of age to ride with him a few weeks ago, and she refused, he told he would pay her for it some future time.

Accordingly he went to her house last night, called her up stairs, and cut her throat, and then cut his own. The young lady died immediately, but the man, not cutting his throat at the right point, did not effect his purpose. He is now in the hands of justice. [It will be observed that none of the names of the parties are given.]

☞ The London papers announce the death, on the 16th ult. of H