a snow storm from NNE, which horse is to lat 38 15 on the 20th—have lost light westerly winds since.

Schr Westwidge, York, from St John, FR, March 14, sugar, &c to Peter Harmony & Nephews. Left brigs Financier, from Phila, arr in 12 ds; J D Whipple, Keelson, hence do; schr Emily Howard, Cook, from Boston, 13 ds; the brig Louisa Spear, Robbins, for Norfolk, sailed March 13 for Mayaguez, to load for NYork; brig Osceola, Moody, sailed for Baltimore 14th; off Assateague, FR, March 15, lat 38 34, spoke schr Pauline, of Cape May, from Baltimore for Mayaguez, FR, 3 passengers.

Schr Globe, Wass, fm Demarara, 8th March, with 51 hhds old iron, a quantity old copper fm master. Left ship Thomas Watson, Thomas, from Philadelphia, to ship the market.

Schr North Carolina, Rayner, Philad, 3 ds, coal.

Schr Notus, Bessy, Wareham, 4 ds, sails, J T Tisdale.

Schr Fidelia, Chapman, Philad, 3 ds, coal.

Schr Sarah Ann Rice, Gillett, Baltimore, 4 ds, mdse, to Mailler & Lord.

Schr Tariff, Reynolds, Stamford, Conn, 2 ds, mdse.

Schr Benjamin Franklin, Bile, Philad, 2 ds, iron.

Schr Kensington, Stevenson, Georgetown, DC, 4 ds, flour, Hitchcock & Marshall.

Schr Jonas Smith, Nickoll, Wilmington, NC, 9 ds, naval stores, Dalzell & Potter. March 27, on a gale fm NE, lying to, on the Gulf, lost the foresail, gaffs, &c.

Schr Belle, Jacques, Chincoteague, 6 ds oysters, B N Fox.

Schr Alliance H Barker, Applegate, Virginia, 3 ds, wood.

Sloop King Alfred, Hand, Philad, 3 ds, coal.

Sloop Anna, Miller, Providence, RI, 3 ds, molasses, &c.

BELOW—Ship J C Calhoun, of Bath, Wm Hall, Liverpool, to hark J S De Wolfe, to do; French ship Louis, of Havre, passengers to Ellis & Hinckley, brig Atlanta, for Havana, ship Wm Jarvis, Cadiz, to Lorillard; ship Wm Sprague, hark Wm Lathrop, Clifton, for hark Enterprise, fm Liverpool. April 1, wind at 8 this one, NW, moderate do, fine wet ds.

SAILED—Packet ship Margaret, Evans, London, ship George of Liverpool, Nesbitt, Charleston; Sir John Ann Bath, Rich, Mobile; brig Ann Gardner, for Boston; Ship Helene, Riggles, for San Francisco; hark Conway for Nicholson, and others.

Disasters, &c.

Brig Tom Paine, fm Sagua for NYork, lost on Wilmington bar, hailed for Philad, and had a cargo of sugar and molasses.

Pilot Schooner No 1, Capt Beaver, of the hark Chatham, arr at the pilot yesterday, from Fayetteville, informs us that on the 17th March, lat 33 30, lon 76, experienced a very heavy gale from SE, which blew all the hard stones fell that the crew were forced to go below.

Domestic Ports.

Correspondence of the Philadelphia Exchange.

By Telegraph.] LEWES, Del March 30.

No communication yet with the Breakwater. Since last report no vessels came in or departed from the anchorage. No older orders received for the pilots to bring in vessels.

PS—29 o'clock, P M—The bark Fanny, for Lagunayra, brigs Emma, Wm M Rogers and Inspector, for Boston, and schr Thomas Pearce, for Providence, proceeded to sea short since. The bark Merrimac, for Boston, and brig Ann Gardner, for Boston, sailed at 3 PM. The packet ship Helen McGraw, for Liverpool, came down this afternoon, and after having discharged her pilot on the Breakwater, proceeded to sea at 4 o'clock. The brig Acorn, from Boston, and steamer Wm Penn, Philadelphia, are now in the roadstead. Weather clear, wind fresh from NW. March 29, 6 o'clock, PM—The wind, which on sun set commenced to blow with unusual violence from almost every point of the compass, accompanied by heavy squalls and rain, has not yet subsided. I am enabled to communicate with the Breakwater and shog above, and thereby ascertain the extent of damage sustained by the vessels which have been driven ashore. The schr Jerusha Willard, from Boston for Philadelphia, is ashore on the beach, about 3 miles to the westward of the Breakwater, and 4 miles south of Beacon Light House, where I have to-day engaged in landing her cargo in the place for redispatch to Philadelphia; also the schrs Mary Kimball and Brandywine, both in ballast, and bound for Philadelphia, are ashore and dry on the beach, about 1 mile to the westward; the reported loss of the brig Acorn, from Boston, and steamer Wm Penn, Philadelphia, are now in the roadstead. Weather clear, wind fresh from NW. March 29, 10 o'clock, PM—The wind which on sun set commenced to blow with unusual violence from almost every point of the compass, accompanied by heavy squalls and rain, has not yet subsided. I am enabled to communicate with the Breakwater and shog above, and thereby ascertain the extent of damage sustained by the vessels which have been driven ashore. 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The schr Jerusha Willard, from Boston for Philadelphia, is ashore on the beach, about 3 miles to the westward of the Breakwater, and 4 miles south of Beacon Light House, where I have to-day engaged in landing her cargo in the place for redispatch to Philadelphia; also the schrs Mary Kimball and Brandywine, both in ballast, and bound for Philadelphia, are ashore and dry on the beach, about 1 mile to the westward; the reported loss of the brig Acorn, from Boston, and steamer Wm Penn, Philadelphia, are now in the roadstead. Weather clear, wind fresh from NW. March 30, 2 o'clock, PM—The wind which on sun set commenced to blow with unusual violence from almost every point of the compass, accompanied by heavy squalls and rain, has not yet subsided. I am enabled to communicate with the Breakwater and shog above, and thereby ascertain the extent of damage sustained by the vessels which have been driven ashore. 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The schr Jerusha Willard, from Boston for Philadelphia, is ashore on the beach, about 3 miles to the westward of the Breakwater, and 4 miles south of Beacon Light House, where I have to-day engaged in landing her cargo in the place for redispatch to Philadelphia; also the schrs Mary Kimball and Brandywine, both in ballast, and bound for Philadelphia, are ashore and dry on the beach, about 1 mile to the westward; the reported loss of the brig Acorn, from Boston, and steamer Wm Penn, Philadelphia, are now in the roadstead. Weather clear, wind fresh from NW. March 30, 6 o'clock, PM—The wind which on sun set commenced to blow with unusual violence from almost every point of the compass, accompanied by heavy squalls and rain, has not yet subsided. I am enabled to communicate with the Breakwater and shog above, and thereby ascertain the extent of damage sustained by the vessels which have been driven ashore. 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