New Light on the Slavery Question.

We publish from the *Union* the following letter drawn out by one from Senator Foote, more as a matter of record than from any intrinsic importance that it possesses. The sophisms employed by Mr. Clingman have previously been put with much more force than he can infuse into them, and have already been sufficiently refuted in our columns to render further discussion unnecessary just at this moment:

CITY OF WASHINGTON, Nov. 13, 1849.

DEAR SIR: Yours of the 10th inst. has been received, in which you ask my own views, as well as my opinion as to what will be the course of the South in either of the contingencies referred to. Your position as a Representative of one of the States, and the consideration due you personally, merit alike a prompt reply.

Having on former occasions given my views in detail with reference to the whole subject, it is not necessary for me to do so at this time. I proceed, therefore to give you simply the general results of my reflections.

The Federal Government, because it is the Government of the *United States*, is the trustee and agent of all the States and their citizens. Every power, therefore, which it can rightfully exercise, it must of necessity exercise for the benefit of all the parties to it. The territory of the United States being the common property, the Government is bound to administer it as far as practicable for the benefit of all the States as well as their citizens. A difference, however, exists among them in relation to the institution of slavery. When the Constitution was formed, twelve of the thirteen States were slaveholding. That instrument, though it has clauses expressly inserted for the protection of the rights and interests of slaveholders, contains no provision for the abolition of Slavery anywhere. If the Government, therefore, can properly exercise such a power in any instance, it must be because its duties as a general agent, acting so as to meet the interest and views of its principals, require it. But fifteen of the thirty States of the Union still maintain the institution of Slavery. It is obvious, therefore, that the Government could not, consistently with its powers as a general agent, exclude the slaveholders as a class from participation in the enjoyment of territory of the United States. It is, on the contrary, under solemn obligations to respect the rights of all. It has always, heretofore, as I understand its action, shown a sense of this obligation. When the much-talked-of Ordinance was adopted, by which the territory north of the Ohio River was made free, all that portion of the country south of the river to the Gulf of Mexico was left to be occupied by the slaveholders. When Slavery was abolished in the northern part of the Louisiana Territory, the southern portion, regarded as the most suitable for slaveholders, was left to be so occupied. On the annexation of Texas, when a provision against Slavery north of 36° 30' was incorporated, much the larger and more valuable portion was left still for the use of slaveholders.

But it is now proposed to adopt the policy of excluding slaveholders, as such, from all the territory of the United States. This would be an entire revolution in the action of the Government—a revolution which could not occur without a total violation of the spirit and essence of the Constitution. Since those citizens who do not own slaves are permitted to occupy every part of the territory of the Union, it has been doubted by many whether the Government can rightfully exclude slaveholders from any portion of the common property. But, even if there should be a power to divide the public territory for convenience between the two classes, it is perfectly clear that there can be no right to *exclude one class entirely*. I have heretofore said that I should regard such an exclusion as being a great *violation of the Constitution as the Government could possibly commit*. But, even if this action should be viewed simply as an enormous abuse of power, it would be not the less objectionable. The Government has unlimited powers in relation to the establishment of post offices throughout the Union. If, however, it were to withdraw all the post offices from the slaveholding States, on the ground that the citizens of those States were not worthy of the countenance and aid of the Government, we should have as much reason to complain of such action as if it involved a clear infraction of the letter of the Constitution.

In a word, if the Government should adopt the policy of excluding slaveholders, as such, from all the territory of the United States, it would in substance and effect *cease to be the Government of the United States*. While the form of the Constitution might remain the same, its character would be essentially changed.

Ought the Southern States to acquiesce in this great organic change in our political system? Ought they to remain members of an association which had, in utter disregard of plain constitutional guarantees, degraded them from their position of equality? As history furnishes no record of any people who have prospered after they had forfeited their self respect, by submitting to be degraded to a state of political vassalage, I hold it to be the duty of the Southern States to resist this change. That resistance to be effectual, should be commensurate with the violence of the attack. This they owe to the cause of constitutional liberty, to justice, and to their own honor.

With reference to the abolition of Slavery in the District of Columbia, I will simply say that, waiving all controversy in relation to constitutional right and obligation to the adjoining States, if such an event were to occur at this time, it would not take place in obedience to the wishes of the citizens of the District, but would be brought about at the instance of the inhabitants of the States. But these persons have no right to control the local affairs of this District. Should Congress, therefore, thus act at their instigation, it would be guilty of an act of tyranny so insulting and so gross as to justify a withdrawal of confidence from such a Government.

You ask, in the second place, what I believe likely to be the course of the South, should such a contingency occur? There was but one of the States having any considerable number of slaves in relation to which I had any doubts. From her frontier position, and the powerful influences brought to bear on her, I had some fears as to what might be the action of Kentucky. But I have been gratified beyond expression by the gallant stand which that noble State has recently taken. She has thereby shown that she will not abandon her sisters in the hour of danger, but that she will, if necessary, take the front rank in the struggle for the preservation of the rights and liberties of the white race of the South. The union of both parties in Mississippi is a type of what will occur elsewhere. The Southern States ought to have but one feeling on this question, as they can have but one destiny. I have no doubt but that over the entire South there would be a vastly greater unanimity than existed in the *old thirteen Slave States*, when they decided to resist British aggression. If a few individuals should attempt to take a different course, they would be swept away in the general current. Long before the struggle should come to the worst, the South would present an unbroken front.

I am not unaware, sir, that, in making so brief and concise a statement of my views, I incur the risk of misconception and of misrepresentation, but I should feel that I did not appreciate the momentous nature of the subject if I could attach consequence to mere personal considerations.

Very respectfully, your obedient servant,
Hon. H. S. FOOTE. T. L. CLINGMAN.

P. S. Since the above letter was written, it has been submitted to my colleague, Mr. Mangum, and he concurs fully in all its general conclusions, and avows his purpose to make known his views at length at an early day, and entertains the opinion that the Federal Government has no power to legislate on the subject of Slavery either in the States or the Territories, and that all precedents, whether legislative or judicial, because adopted without due consideration, are not obligatory.
T. L. C.

SERIOUS STAGE ACCIDENT.—The following is an extract from a letter of a gentleman of Baltimore dated

PITTSBURG, Pa. November 18, 1849.

I avail myself of the first leisure to inform you that by the mercy of God we have escaped so far on our journey to safety and health. The stage following the one we were in, fell over a precipice so steep that it was impossible for any one to walk either up or down it, and variously estimated at from 100 to 150 or 200 feet deep, with a rapid river, the Loughany, flowing at its base.

Providentially the coach was caught by a tree some fifty or sixty feet from the top; otherwise, I think, all the passengers must have been killed. When we reached them by scrambling down on our hands and knees from bush to bush, we found seven of the passengers able to help themselves, but all more or less bruised and cut; and after much difficulty we succeeded in getting them up to the road, when we were informed that there were still two passengers missing—one, quite an old man, Mr Clarke, of Cincinnati, was found in the coach totally helpless, and it was as much as eight or ten men could do to get him up the bank, owing to its steepness.

We carried him to a tavern, which was fortunately not more than quarter of a mile off. I could not tell how he was injured, but it seemed the general impression that he could not live. The other man, whose name I did not learn, was found, (during my absence from the scene,) I was told, some fifty feet below the coach, insensible and scarcely alive.

Thus probably two persons have lost their lives, and owing to nothing but the most gross carelessness or drunkenness of the driver. He had a flask in his pocket, and drank three or four times in the course of eleven miles, and several times when two coaches came together during the night, they would stop and take a drink; and unless he was drunk or careless, I cannot see how it was possible for him to drive over the bank, as the coaches were all going in a slow walk up a long hill, and it was not so dark but he could easily have seen the road with the least attention. It was about five o'clock in the morning.

ARTS UNION IN HARTFORD.—An association has been formed in Hartford (Ct.) under the title of the "Hartford Arts Union," composed of Mechanics, Manufacturers, Artisans and all others interested in the advancement of the Arts. The objects of the Union are the acquisition, and diffusion among its members, of such scientific and useful information as shall best prepare their minds for an intelligent and successful prosecution of their respective vocations in life. To this end there is to be established and maintained a "Repository of Arts" for the exhibition of inventions, models, designs, and all such articles and specimens of ingenuity or taste, as shall be deemed conducive to the general interest and information of the members. There is also to be established and maintained for the free use of the members, a Library of useful and standard works on the Arts and Sciences and kindred subjects—from which all publications of a political, ethical or partisan character are to be forever excluded. Any person over 21 years of age may become a member.

DISTRESSING DEATH.—Sylvester Roberts, paper maker, of North Amherst, accidentally fell into a cauldron of boiling liquid which had been prepared for bleaching purposes, on the 12th, and the flesh was almost literally scalded from his body. He died the next day. His age was 41, and he leaves a wife. An only child came to his death in a similar way not long since. [Worcester Spy.

☞ Hon. JOHN C. DAVIS, late Speaker of the Connecticut House of Representatives, died in New-Haven on the 20th inst.

BY THE MIDNIGHT SOUTHERN MAIL

A Lost Boy—Ship Tuscarora—Markets—Stocks.

Correspondence of The Tribune.

PHILADELPHIA, Thursday, Nov. 22.

Mrs. Jamieson, a lady from the British Provinces, now engaged in this city as a teacher of writing and music, has received information that her son, John W. B. Jamieson, aged about 14, had left England to meet her at Quebec, some months since. He had arrived at the latter place, but all traces of him have been lost. Mrs. Jamieson has received here the testimonials of Bishop Potter, Mr. Peters, the British Council, and several others of our most estimable citizens, and I trust this notice may meet some eye, which may be the means of restoring a lost son to his mother, who is now in great tribulation on account of their unfortunate separation.

The accounts from the packet ship Tuscarora are decidedly favorable. The wreckers think that in two days, with favorable weather, she will be got off.

The Flour market continues very quiet. The demand for shipment is limited, and only a few hundred barrels common brands sold at $5 per bbl, which is the uniform asking price. For city consumption the sales are limited at previous rates. RYE FLOUR and CORN MEAL are held at $3, but no transactions have been reported. GRAIN—The demand for Wheat has been less active and prices have further declined 1 cent per bush. Sales of 4,000 @ 5,000 bush. good and prime red at $1 02@$1 06, and white at $1 11. There is but little Rye coming in. Corn is limited; sales of yellow at 60 cents. A cargo of good Southern OATS sold at 29 cents per bush. A small sale of QUERCITRON BARK at $40 per ton. A cargo Alleghany BITUMINOUS COAL sold at 16 cts. per bush. WHISKY—Sales in bbls at 28 and hhds at 27@27½ cts.

SALES AT STORES.—*First Board*—$12 Girard Bank 12½; $1,000 City 6s, 75, 10½; $2,000 State 5s, 83½; $1000 do 83½; 200 Girard Bank, 12½; 2 Western Bank 90½; 8 Union Bank Tennessee 51; 4 Commercial Bank 56½; $2,100 Lehigh 6s, 67.

Second Board—$2,000 Reading R. R. Bonds, 6s, 86, 57; $1,000 Tennessee Bonds 6s, 81½; 30 Sch. New Jersey 70; $100 Lehigh Interest 50; $2,500 Norristown R. R. Bonds 6s, 69; $4,000 Lehigh Bonds 6s, 67; $3,000 State 5s, 83½; 10 Camden and Amboy R. R. Bonds 121.

LIBERIA.—The following extracts from a letter of recent date from Rev. Mr. Gurley, formerly the faithful agent of the Colonization Society, and the zealous advocate of its objects while the African Republic was but the germ of what it now is—and who is now on a visit partly of an official character to that country—will be read with great interest to many of our readers:

President Roberts lives in a very commodious brick house, furnished with taste and elegance, and the hospitalities of his mansion and table are set off with a refined good breeding which commends him and the Republic over which he so ably presides, to the respect and confidence of visitors from the whole civilized world.

Speaking of the appearance of the town of Monrovia and the beauty of its ornamental trees, as well as the great improvement which has taken place, Mr. G. says:

"The beauty of these large trees, (the orange,) loaded with fruit, as well as that of the heavily laden coffee trees, one of the handsomest trees you can imagine, with the deep of its magnificent leaf, it would be difficult to describe.

"When I behold what has been done since my former visit to this Coast, the many substantial and convenient houses and stores that have been constructed, the general aspect of health, contentment and hope which this People exhibit, the great good order and respect to religion which prevails, I am impressed more than I ever was with the vast dignity and beneficence of the colonization of Africa." [Nat. Intel.

BREMEN MAILS.—Notice is hereby given that the November, December and January trips from New-York, by Southampton, to Bremen and back, will not be performed by the mail packets "Washington" and "Hermann," owing to their temporary withdrawal for repair by the proprietors of the line; and that, in consequence, the postage on letters to Germany should be pre-paid to the extent of five cents the single rate, being the United States share of the postage, and the residue of the postage should be left unpaid, the better to enable said letters to be conveyed by the Cunard steamers, under the Postal Treaty with Great Britain.

A "closed mail," however, will be made up and sent, once a month, from New-York to Bremen, to transport all letters for Germany on which the entire postage is unpaid, or on which the postage to Bremen or to destination in Germany is pre-paid.

J. COLLAMER, Postmaster-General.
Post Office Department, Nov. 21, 1849.

THE INDIANS.—The Osage delegation held a talk with the Commissioner of Indian Affairs yesterday, at the Indian Bureau, in which they expressed their wishes to the Government. They desired to be given a cannon and numerous flags, and hinted at a wish for more money than the treaty stipulations allowed them. The Commissioner stated the impossibility of yielding to their desires, and that their Great Father, the President, could not go beyond the allowance of presents. The chief, White Hair, desired the uniform of a General, which was allowed him, and military coats were ordered for the other chiefs. They retired from the talk apparently satisfied that they could obtain nothing further of the Commissioner. [Washington Republic.

SLAVERY AGITATION IN GEORGIA.—In the Legislature of Georgia, a few days since, a series of resolutions was introduced by Mr. Clayton, in the Senate, and Mr. Gartell in the House, denying the authority of Congress to interfere with the existence of Slavery in the Districts of Columbia, and taking ground against the Wilmot Proviso, wherever attempted to be applied. The resolutions charge the non-slaveholding States with encroaching upon the constitutional rights of the South, and assert that in the event of the passage of the Wilmot Proviso by Congress, the abolition of Slavery in the District of Columbia, or the continued refusal of the non-slaveholding States to deliver up fugitive slaves, it will become the immediate and imperative duty of the people of Georgia to meet in Convention to take into consideration the mode and measure of redress. The resolutions were to be taken up on the 20th inst.

METHODIST CHURCH DIFFICULTY.—A rupture having taken place in the large Methodist Church in Alexandria on the Northern and Southern question, the case came before his honor Judge Scott on the claims of two sets of trustees to the church property, the church edifice having been shut for some months, and the two congregations worshipping in different halls. The Judge speedily gave his decision, ruling out both boards of trustees, and directing that the property be placed in charge of three trustees of different denominations, viz: Phineas Janney, of the Society of Friends, A. C. Cazenove, Presbyterian, and William Fowle, Episcopalian, until a compromise shall be effected, or the right of parties secured in due course of law. [Nat. Intel.

APPOINTMENTS BY THE GOVERNOR OF MINNESOTA TERRITORY.—*By and with the advice and consent of the Council*—Lorenzo A. Babcock, of Benton County, to be Attorney General for the Territory.....Jonathan E. McKusick, of Washington County, to be Auditor of Public Accounts for the Territory.....Calvin A. Tuttle, of Ramsey County, to be Territorial Treasurer.

POWDER MILL EXPLOSION NEAR PATERSON.—Reynolds & Co's Powder Works in Newtown, near Godwinville, exploded Friday noon—the cotton mill connected with them being fired and burnt. A little son of Abm. R. Terhune was so much injured that he died in a few hours. The other persons on the premises escaped. Loss $6000. Insurance $1,600. [Newark Adv. 22.

COMMISSION ON CLAIMS AGAINST MEXICO.—*Wednesday, Nov. 21*.—A full Board met. The memorial and supplementary memorial of John Parrott, as amended, were ordered to be received. The Board then took up and considered the claim of James O'Flaherty, but without coming to any decision thereon, adjourned until 11 A.M. to-morrow. [Wash. Republic, 23d.

COMMERCIAL AND MONEY MATTERS.

For Sales of Stocks, &c. see Last Page.

THURSDAY, Nov. 22—P. M.

The Stock market to-day was without change of importance from yesterday. The demand for Governments was fair, and prices were a trifle easier.—Fancies were in moderate demand and heavy. The want of outside speculation prevents any important fluctuation.

In Exchanges there is nothing of importance doing. The rates are nominally at 8@9 ⅌ ct. for good and first-rate bills Sterling. Francs are held less firmly than at the close of the last steamer's mail. The supply of bills is large and increasing. The supplies from the South will heretofore be considerable.

There is a fair amount of produce offering for shipment, but the rates are heavy. Engagements 1,000 to 1,200 bales Cotton were made at ¼d, 100 or 150 tons Dead Weight, Oil, Lard, &c. at 20s, Naval Stores 1s 6d Corn 3@3½d, Flour 1s 6d, Beef 3s. To London Naval Stores 1s 9d, Beef 4s 6d, Dead Weight 20s@22s 6d.

In Money matters there is no change to notice. The supply of capital is pressing on the market, and some of the Banks are picking up considerable amounts of paper in the street. Collateral stock loans are 4@5 ⅌ cent, first class short paper 5@6 ⅌ cent, long paper 7@8 ⅌ cent. There is every indication of an easy Money market through the Winter.

The Hartford & New-Haven Railroad shows an increase of $10,000 in October over October of last year.

The receipts at the Sub-Treasury to-day were $58,160, Payments $2,786. Balance $3,908,988.

The stockholders of the Vermont Valley Railroad, running from Brattleboro' to Bellows Falls, met at Brattleboro' on the 11th inst. and elected the following Directors: Horace Brooks, New-York; Franklin Evans, Boston; F. R. Griffin, Guilford, Ct; Dr. C. Chapin, Brattleboro', Vt; P. R. Chandler, Putney, Vt; Hugh H. Henry, Chester, Vt.; A. Crocker, Fitchburg. At a meeting of the Directors, Dr. C. Chapin was chosen President, and H. R. Harris, Clerk, Boston. This is the Road, the importance of which we have several times endeavored to impress upon our citizens. We are confident measures are now being taken which will result in its completion.

The President of the Reading Railway Company gives notice that a mortgage has been executed of all the property of the Company to secure the payment of bonds to the amount of $4,000,000, payable in twenty years, at 6 per cent. semi annually, and that the Company are now ready to exchange the said bonds at par for the existing bonds of the Company, due in 1850. The mortgage is so worded that, for its better security, actual possession of the premises, or any part of them, is granted in mortgage, for any certain or indefinite time, to Trustees. It is said to be now certain that the dividend of 4½ per cent. will be paid to the preferred stockholders in January, which, with the 2½ per cent. paid in July, will make 7 per cent. for the year. This the friends of the Road consider a guaranty of the ability of the Company to continue the payment of the interest on its debt, and to make the investment of $75,000 per annum for the gradual liquidation of the new mortgage bonds. Notice is also given that the Company is ready to issue bonds payable in 1870 at par for preferred stock, and to pay one-half of 1 per cent on the amount so converted.

The friends of the Southern (Mich.) Railroad project will be interested in the annexed extract from the *St. Joseph's Valley Register*:

The Railroad Commissioners of our County returned from Cold Water day before yesterday. In consequence of the absence of several of the Directors of the Southern Railroad, a formal meeting of the Board was not held, but the four who were in attendance, including Mr. Biles, the President, settled upon some of the steps to be taken.—Two corps of Surveyors will proceed to explore the routes West of Cold Water, commencing within three weeks, one of them under the direction of Mr. Eaton of Massachusetts, traversing Lake Lyons and Goshen, and the other under the direction of Mr. Sargent, taking the more direct route via Constantine and Bristol. The other corps, West of Michigan City, are to continue their surveys to Chicago. The Directors reserve, of course, any final decision as to the location, until all the surveys are completed. As soon as another of the Eastern Directors reaches either Monroe or Toledo, (one more only being necessary for a quorum,) a formal meeting of the Board will be had, when other details may be settled upon. The Directors seem to anticipate no failure in procuring the requisite amount of stock subscription, and are becoming with their President, more convinced of the importance and value of the route.

At a meeting of the Boards of the Auburn and Syracuse and Auburn & Rochester Railroad Companies, held at Auburn on the 15th inst. it was resolved by both Boards to join in application to the Legislature to consolidate these Companies one corporation, with the name of "The Auburn, Syracuse and Rochester Railroad Company," with power to construct a branch road through the canal villages between that city and Syracuse. This branch will serve the purpose of a double track, and will shorten the distance between Rochester and Syracuse about twenty miles.

An attempt is about to be made to extend the Lake Champlain and St. Lawrence Railroad, which now leads from La Prairie opposite to the city of Montreal, to St. Johns, along the St. Johns River, to Rouse's point, where it will unite with the Ogdensburg Railroad near the point where it will cross the outlet of Lake Champlain. The length of the proposed extension is 21 miles. The Lake Champlain and St. Lawrence Road has been in operation 13 years, and has paid in dividends, over and above the interest, about one-third of the original capital, beside paying for the relaying the road with T rail and a large equipage.

The earnings of the Galena and Chicago Road for August, September and October, were $14,121.—The increase of September over August was $1,529, and of October over September $2,521. This road is only finished for a short distance, some 30 miles, towards Galena, and the prospects of it are very encouraging.

The *Philadelphia Ledger's* hatred of all Banks sometimes leads it into injustice. It says yesterday

"We are in hopes the Legislature of this State will aid public sentiment in this city in sending home the small bills of loan in the New York and New Jersey banks. They are not only a nuisance, but positively dangerous.

In regard to many of the New Jersey small notes the *Ledger* is right, but there never was a safer currency than that of the New-York banks as at present secured, and it is utterly false that they are either a nuisance or dangerous.

At Philadelphia the Money market is easy, and the Banks are discounting freely. Paper in the street is done at 6@7 per cent.

The *Franklin Spectator* is out on the Erie Bank and predicts a new crisis.

At Boston Money is very easy, and the street rates are lower. The Banks are doing all their good offerings. Railroad stocks are firm, and generally advancing by reason of the increased receipts. Two or three new Banks are projected, one to be called the Bank of Commerce, and another at East Boston to be called the Maverick Bank.

Gangs of men are at work on all the sections of the Central (Pa.) Railroad recently let from Johnstown toward Pittsburgh.

The *Auburn Advertiser* is urging upon the citizens of that place the importance of constructing a Railroad from Auburn to Binghamton. It regards the construction of this road as essential to the continued prosperity of the former place. It says if the city of Auburn will loan its credit to the amount of three or four hundred thousand dollars the road can be built, and not otherwise.

Markets.....CAREFULLY REPORTED FOR THE TRIBUNE.

THURSDAY, Nov. 22.

ASHES—Pots are lower. Sales 100 bbls at 6 25@6 37½, and Pearls at 6.

COTTON—The market continues heavy, with a fair shipping demand. Holders are less anxious to sell, and some sales have been made at rising quotations yesterday. The transactions add up 2,600 bales, including 1,000 bales for Savannah at the quotations, viz:

	Upland.	Mob & Florida.	N O & Tex.
Ordinary	[illegible]	[illegible]	[illegible]
Middling	[illegible]	[illegible]	[illegible]
Middling Fair	[illegible]	[illegible]	[illegible]
Fair	[illegible]	[illegible]	[illegible]
Good Fair	none.	none.	none.
Total	none.	none.	none.

FLOUR AND MEAL—In Flour the market is more active, with the tendency in desirable grades. The supplies continue to be large, and much of them is being stored. The market is now down to a point at which there is a tempting margin for speculation. We add up 10,000 bbls including 5,000 bbls Canadian and State for export at 4@4½. The Eastern and home demand was good. The quotations are without change from yesterday, with, however, more quiting on the market. Southern descriptions are dull and heavy. Sales are 1,000 bbls at 4 25@4 37½ for Virginia, 4 25@4 37½ for Baltimore, Alexandria, Georgetown, Fredericksburg, &c. Rye Flour is sold at 3 37½ and 3 62½, the latter for Hazard. In Meal there are sales 150 bbls Jersey at 2 87½. Brandywine is 3 12½ bbl. Sales 500 bbls Rye Flour at $3 @ $3.

GRAIN—In Wheat there is not much movement. Genesee is held at $1 12, Canadian at 107 generally. Sales 7,500 bush Canadian and Genesee, and 5,000 bush on private terms. Some small lots Southern and Pennsylvania have been sold at $1 12@$1 15. Rye is quiet at 85@87½ for large receipts of new. Sales 19,000 bush at 85, for old new Southern mixed, 60@62½ for old mixed, 63 for Western mixed, 65 for round parcels, and 62½ for Southern yellow. Rye is nominally sold at 90. The supply of Barley is small. Sales of 1,500 bush Canada at 82½@85, and 2,000 bush at 90. The market is nominally unchanged. Oats are firm. Northern at 43@44c, and Jersey at 39@40c. There is considerable movement in Beans and Peas on private terms.

WHISKY—Remains without change, with sales 200 bbls at 27@27½c for Ohio and Prime. Drudge is 26@27, with sales 25 bbls.

PROVISIONS—Pork is more active, with sales of 1,000 bbls at 16 25@16 50 for Mess and 8 37½@8 50 for Prime. The supply is pressing on the market. The supplies of new Pork by the River are moderate. It is nominal. Beef is heavy, but there are no transactions. 400 bbls Country at 6 12½@6 25 for Prime, and 8 50@9 for Mess. Cut Meats are dull. Sales 400 pieces at 3@3½c. Lard is quiet and steady. Sales 1,500 bbls and tcs at 7½@8c, and 300 kegs at 8@8½c. No change in Butter, but there is a little sold. Sales at 10@14c.

FISH—The market for Fish is very dull. We note sales 200 bbls Mackerel, Shore and Bay, at $4, and 50 qr bbl, showing a decline.

NAVAL STORES—The only sale we hear of is 100 bbls Spirits, at 31½c cash.

FEATHERS—Sales 3,000 lbs good Western at 33 cts cash.

TALLOW—Sales 10,000 lbs at 7¾@7¾c cash.

HAY—Sales 100 bales at 75c, and 100 bales at 62½c and 65c.

HOPS—Are firm, with sales 150 bales at 14@16c, and 24 do at 19c. A sale of foul Hops was made, but the particulars did not transpire.

OILS—Sales 1,000 bbls Whale at the East at 40c for selected, and here 300 do at the for shipping, and 45 for selected. Also, at the East, 2,000 bbls Sperm at 116c. Linseed is firmer and sells at 70c for American and English.

MOLASSES—Sales 250 hhds tart, from Philadelphia, on private terms.

TOBACCO—The market is very firm and Leaf is 1@2c cheaper than last week, with good demand. We notice sales 15 cases Florida at 10@12c.

SUGAR—Sales 2,500 ⅌ Yellow at 6¾@7c cash.

HEMP—Russia is nominally $200@$210 ⅌ ton; Manila, afloat, is held at $170@$175, and small sale of real, on private terms, was made at 9½. Dew-rotted American is quiet at $190@$200. The stock is 6,000 bales, of which 1,000 are Russian.

GROCERIES—There is a large movement in Sugars at very full prices. The sales are 400 bbls New Orleans at 6¾@7c, 200 do Muscovado at 6¾@7c, and 100 do Partly fair at 6¾@7c. Also 500 bbls Cuba, 300 do Havana, and 100 do New Orleans at 6¾@7c, and 250 bbls tart Cuba, from Philadelphia, on private terms. Coffee is very firmly, with moderate inquiry.

TIN—Sales 200 slabs Banca, To arrive, which is an advance. Pig Iron is quiet. Sales 100 tons Scotch, at cash, and 200 do Scotch, at 30 90, cash, and 20 do, 6 mos.

LEAD—The market is very dull, with considerable supplies offering pressing on the market. Galena is offered at 4¼, and English at 4¼ cash. American is at 4@4¼c.

SALTPETRE—The sales of the last few days, reach 110,000 lbs, of which 75,000 lbs were Florida. There is no change in quotations. The demand runs on medium qualities. The quotations are American Saltpetre, Fresh per ship, 6¾@7; American Fall Dog and Mediterranean, 6¼@6½; Madras Refined, 8¼@8½; American, Native and Mixed, 5¾@6¼; Superfine, Pulled, Country, 6¾@7; No. 1, Pulled, Country, 5¾@5¾; Superfine, Pulled, City 5¾@5¾; No. 1, Pulled, City, [illegible]

Passengers Arrived.

In ship Fulton, from Hamilton, Bermuda—Mr Cockrell and 4 in the steerage.

Passengers Sailed.

In ship Mediterranean, for San Francisco—Messrs Albert Dibble, Thos G Wentworth, Adolphus Foster, Wm S Ordway, Geo Kimball, Moses Lewis.

In steamship Cambria, from Boston for Liverpool, (supposed by telegraph report)—Messrs E S Lada, G F Rand, F Gray, of Boston; Mr Hemmes, J M Lowden, W C Corsie, Edward Saunders, G Meidner, of New York, Dr Nesom, of Georgia, B Slatter, of St Louis, Mr Hall, of Ky, Mr Rae, of Montreal, J S De Pinto, R Leach, W Lowell, K Linhaker, C Tossetto, of England, Mr Paiss. *For Halifax*—Mr Lazargas, of Boston.

MARINE JOURNAL.

PORT OF NEW-YORK....NOVEMBER 22

MINIATURE ALMANAC....THIS DAY.

Tue Sun—Rises, 6 51; Sets, 4 30 | Tue Moon—Rises, morn 30 30
HIGH WATER....NOV. 23
Sandy Hook.....1 16h | At Gov Island 1 26h | At Hell Gate 1 47h

☞ SEE MARINE JOURNAL, FOURTH PAGE ☜

Cleared.

Ships Hottinguer, Hussey, Liverpool, Grinnell, Minturn & Co; De Witt Clinton, Funck, do; Tenor & Rich, Trevitt, Parker & Obrien; T B Stappler, Eliphs Dennison, Carpenter & Vance, do; R D Harlan & Co, Ontario, Homer, Savannah, Nesmith & Wash.

Barks Isabella, H M Kee, Valparaiso, Aimop & Chatfield; Condor, W A McKee, do do, Pacific Sawyer, Nicholas, Brett & Vose; Brook, Lewis, do; J A Van Brunt, Texas, M Nay, Savannah, Dunham & Dumont; Elm, Hall, Matanzas, Hunting, E Ross & Kimball.

Brigs Carl Dederich, Ar Blake, Jacmel, Wm N Freeman; Pioneer, Royal, Wainwright, Bermuda, W & F Davenport; Detroit, Atwater, San Francisco, A D Stone, Rapelje, Crowell, Pettapiece.

Schrs Melbourne, Barrett, Kingston, Jas Lee & Co; J C Walton; Lindsley, Wm Nelson, Mary Jane Fox, Dupuy, Richmond, C H W Pierson; Globe, Seely, Demerara, Smith & Tuttle; Charles L Roger, Miner, Jacksonville, Howard, Baker; Boston Globe, Simmons, Washington, NC; North Carolina, Williams, do; Flying Arrow, Gillmore, Guadeloupe; Maria Rolesson, Mobile; Sarah Ann Roe, Gilbert, Baltimore.

Propellers New York, Jones, New Haven; O E Ellis, Beeston, Providence.

Steamers Pennsylvania, Clark, Philadelphia; Antelope, Hallock, N Bedford.

Barge Delaware, Briggs, Philadelphia.

Arrived.

Ship Falcon, Pell, Hamilton, Bermuda, 6 ds, in ballast, to Tucker & Lighthouse. On Friday last, off Egg Harbor, in a blow from the eastward, shipped a sea, which carried away the starboard mainsail. The brigs Rainbow, Emerson, for N York, Gordon Hale, Washington, for Baltimore, and Brazilian Corsair, Vesey, for N York, visited a days previous.

Schr Arlington, Lewis, Alexandria.

Schr Pampero, Marsh, Alexandria.

Schr Bergen, Coles, Petersburg 6 ds, tobacco, to J Hunter.

Schr Wm H Mather, Price, Richmond 4 days, tobacco, to Mather & Lord.

Schr Wm P Jackson, Vanderbilt, Petersburg 6 ds.

Schr Boreas, Thompson, Delaware 2 ds, corn, &c.

MEMORANDA—The bark [illegible] in the bay during the gale, has been examined, and made out to be in their pass.

BELOW—A bark south of the Highlands, and brig Rainbow, Emerson, from Hamilton, Bermuda, 9 days; Brazilian Corsair, Vesey, from Bermuda.

SAILED—Ships Marion, for San Francisco; De Witt Clinton and Hottinguer, Liverpool; Tenor, Rich, Baltimore; Robert Roberts, Matanzas; Gen Robinson, Rio Janeiro, NY; Attalanta, Petersburg, and others.

WIND—Bristol NW, meridian 8, moderate.

(From our Correspondent.)

PHILADELPHIA, Nov 21—Arrived Packet Helena, New-York; Royal Oak, Hershey, Kingston; steamer Black Diamond, Harris, NYork.

Off steamship Franklin, Pack, Charleston, barks Sarah, Atkins, Boston; Isaac Hicks, Hicks, do; Ann Eliza, Foster, Providence; Brig Benjamin Franklin, Hall, Boston; schrs Ann, Lewis, Boston; Sarah Jane, Tuckerman, Salem; William Penn, Hall, Boston; Julia Ann, Hudson, NYork; Clara Jane, Bishop, do; steamer Brandywine, Green, do.

(From our Correspondent.)

PHILADELPHIA, Nov 21—Arrived Packet Helena, Hollins, New-York; Royal Oak, Hershey, Kingston; steamer Black Diamond, Harris, NYork.

Off steamship Franklin, Pack, Charleston; barks Sarah, Atkins, Boston; Isaac Hicks, Hicks, do; Ann Eliza, Foster, Providence; Brig Benjamin Franklin, Hall, Boston; schrs Ann, Lewis, Boston; Sarah Jane, Tuckerman, Salem; William Penn, Hall, Boston; Julia Ann, Hudson, NYork; Clara Jane, Bishop, do; steamer Brandywine, Green, do.

Disasters, &c.

Vessels ashore at Alexandria include Barks Rainbow, Boston; Ann Eliza, Boston; Sarah Jane, Boston; Isaac Hicks, Boston, and others. Large quantities of cargoes and ballast have drifted upon the beach, and it is reported she is stuck with frost.

STEAMER ZENOBIA—The amount of insurance on the steamship Zenobia, about $12,000, and her cargo about $3,000.

BALTIMORE, Nov 21—Capt Wheaton of the steamer Maryland, reports that Wednesday morning, from some time or other the ship appeared close, then stood off, leaving the steamer quite well under her lee, and continued following one of the steamers in the crowd. The Baltimore American says the Maryland, but not the ship, was in the gale. The Maryland was a very wet ship, and was being taken to the port to be dried.

Steamer Baltimore Queen—Sailing Schooner Queen, at Baltimore, from Newport, Wales, arrived at Baltimore 19th inst. Left Newport 3d inst, experienced very stormy weather, and received some other slight damage.

BALTIMORE—Lewes, Del, Nov 21—Brig A M—, arrived here from Boston, Kilmarnock, which is the opinion by parties from the Tuscarora, is ashore on the opposite side of the Delaware River, off the Jersey shore. Her cargo is being discharged, and, as she is there, weather permitting, the vessel will, I think, be will be got off.

Spoken, &c.

Nov 17, off Sandy Hook, ship Ontario, Savage, Savannah, reports having passed the Tuscarora, from Boston, Jackson, ashore off Long Branch, with her bottom out.

Nov 17, saw bark George Henry of NYork.

Foreign Ports.

Arrived at Havre, 5th inst, ship Bremen Queen, Conway, NYork; brigs Victor, Kingsley, of Philadelphia; Ariel, Alexander, do; Richard Cobden, Parker, NYork; 10th, ship Lady Stewart, Elder, do; 11th, brig Fortune, Smith, do.

Arrived Montevideo, Aug 28, ult, brig Liberty Packet, Nivers, from Baltimore.

Domestic Ports.

BALTIMORE, Nov 21—Arr Brigs Sandwich, Davis, Havana; ship Caroline, Jackson, Newcastport; Consort, Coffin, Boston; Frances, Charleston, Arrance, Hooper, Fredericksburg, Md; Brigs Sea, Beale, Wareham.

BATH, Nov 19—Arr ship Oneida, Dean, Boston; Col, ship Atlas Lemont, Thompson, Charleston; 17th, barks Portland, Perry, Savannah; brigs Cecil, Hall, Cuba; Rainbow, Chadbourne, Havana.

HOLMES'S HOLE, Nov 20—Arr schrs Arcade, Mitchell, Philadelphia; Boston, Allen, Connecticut; Rebecca Clark, Clark, Kingston; Ann Eliza, Foster, Providence; Sarah Jane, Tuckerman, Salem; Ann Eliza, Foster, Boston; Julia Ann, Hudson, NYork; Clara Jane, Bishop, do; Brandywine, Green, do; Alexandria for Boston; brigs Mary Ann, Hallock, Cuba; Benjamin Franklin, Hall, Boston; schrs Ann, Lewis, Boston; Sarah Jane, Tuckerman, Salem; William Penn, Hall, Boston; Julia Ann, Hudson, NYork; Clara Jane, Bishop, do; Brandywine, Green, do; steamer Baltimore, Lewis, Baltimore.

NEW HAVEN, Nov 21—Arr schrs Wm Wilson, Sherwood, New York; Free Trader, Hemingway, do; Lucy Denison, Denison, do; Ann Eliza, Foster, Providence; Sarah Jane, Tuckerman, Salem; Rebecca Clark, Clark, Kingston; Ann Eliza, Foster, Boston; Julia Ann, Hudson, NYork; Clara Jane, Bishop, do; Brandywine, Green, do; Alexandria for Boston; brigs Mary Ann, Hallock, Cuba; Benjamin Franklin, Hall, Boston; schrs Ann, Lewis, Boston; Sarah Jane, Tuckerman, Salem; William Penn, Hall, Boston; Julia Ann, Hudson, NYork; Clara Jane, Bishop, do; Brandywine, Green, do.

NORFOLK, Nov 19—Cld ship Tartar, Hill, McGowan, Liverpool; Albion, Howes, Nelson, Sparks, Ind, brig Hornet, Wheeler, Fort Lavaca, Tex.

Cld 20th—Ships Ontario, Savage, Savannah; Tenor, Rich, Baltimore; Robert Roberts, Matanzas; Gen Robinson, Rio Janei