THE HAWAIIAN KINGDOM.

Political Quiet—Prospects of Trade—The Mails—Exports—Naval—Whalers—Wreck of the Richmond.

We have received advices up to Oct. 20, inclusive, but do not find anything very important.

The excitement consequent upon the recent difficulties with the French Consul appears to have subsided, though the *Polynesian* is still publishing the correspondence relative thereto.

The Polynesian of Oct. 6 says:

We have no special domestic or foreign news to announce this week to our readers. Our Islands are in a very quiet state, both physically and politically. No volcanic eruptions—no outcrops of the body politic—all quiescent and thriving. The weather, for the few plantations that exist, is said to be favorable, and crops are doing well. Sugar is being made, and brings a good price. Goods of almost all kinds are abundant, and judging from the frequent auctions, there is little sale for them, except by forcing them off. Importers are wearing rather a serious look, and the prospect seems to be that Honolulu promises to be the dernier resort for multitudes of cargoes that have come late in the Pacific in search of a market. We anticipate great loss on goods this Fall, on account of the market being overstocked and the demand exceedingly limited. The Hawaiians are a poor people, and their consumption of foreign productions is quite limited. So let those who are thinking of shipping goods from California, or elsewhere, here, not be disappointed if they come to a bad market.

The Polynesian of Oct. 13 contains a communication complaining that the Postmaster at San Francisco has made exorbitant charges on letters taken from the Post Office at San Francisco and forwarded to Honolulu.

The Polynesian of Oct. 20 says:

MAILS FROM THE CONTINENT.—We would direct attention to this subject, and suggest the expediency of calling a public meeting, and setting on foot the necessary measures to secure an object in which all classes of the foreign residents at the islands are interested. As the matter is now conducted, we are indebted to private parties in San Francisco, for all that reaches us.

At all events a reform is greatly needed, both in regard to the price charged, and the mode of forwarding the mail for the Islands, in which so many are deeply interested. And we would renew the suggestion that some of the leading commercial houses take the lead in the matter, call a meeting, and memorialize the Postmaster General of the United States on the subject, and see if something cannot be done by which a regular mail may be made up by the Postmaster at San Francisco, and forwarded as soon as may be after the arrival of the mail via Panama. We are of opinion that the captain of any vessel leaving San Francisco for the islands would freely, nay gladly, take charge of a mail bag, and particularly vessels under the flag of H. M. Majesty, whose Consul at San Francisco would take an especial interest in giving information in regard to the sailing of such vessels.

EXPORTS.—By the vessels which have recently left for California, considerable quantities of the productions of the Islands have been exported thence. We have not the means of knowing the exact amount, but among the more prominent articles may be enumerated, Sugar, Lime, Hay, Potatoes, Onions, Squashes, and plantations that exist, is said to be favorable, and crops are doing well. Sugar is being made, and brings a good price. Goods of almost all kinds are abundant, and judging from the frequent auctions, there is little sale for them, except by forcing them off. Importers are wearing rather a serious look, and the prospect seems to be that Honolulu promises to be the dernier resort for multitudes of cargoes that have come late in the Pacific in search of a market. We anticipate great loss on goods this Fall, on account of the market being overstocked and the demand exceedingly limited. The Hawaiians are a poor people, and their consumption of foreign productions is quite limited. So let those who are thinking of shipping goods from California, or elsewhere here, not be disappointed if they come to a bad market.

The Polynesian of Oct. 13 contains a communication complaining that the Postmaster at San Francisco has made exorbitant charges on letters taken from the Post Office at San Francisco and forwarded to Honolulu.

The Polynesian of Oct. 20 says:

MAILS FROM THE CONTINENT.—We would direct attention to this subject, and suggest the expediency of calling a public meeting, and setting on foot the necessary measures to secure an object in which all classes of the foreign residents at the islands are interested. As the matter is now conducted, we are indebted to private parties in San Francisco, for all that reaches us.

At all events a reform is greatly needed, both in regard to the price charged, and the mode of forwarding the mail for the Islands, in which so many are deeply interested. And we would renew the suggestion that some of the leading commercial houses take the lead in the matter, call a meeting, and memorialize the Postmaster General of the United States on the subject, and see if something cannot be done by which a regular mail may be made up by the Postmaster at San Francisco, and forwarded as soon as may be after the arrival of the mail via Panama. We are of opinion that the captain of any vessel leaving San Francisco for the islands would freely, nay gladly, take charge of a mail bag, and particularly vessels under the flag of H. M. Majesty, whose Consul at San Francisco would take an especial interest in giving information in regard to the sailing of such vessels.

EXPORTS.—By the vessels which have recently left for California, considerable quantities of the productions of the Islands have been exported thence. We have not the means of knowing the exact amount, but among the more prominent articles may be enumerated, Sugar, Lime, Hay, Potatoes, Onions, Squashes, and

Letter from San Francisco—Steamers—Business—Rents, &c.

SAN FRANCISCO, Upper California, Oct. 31

DEAR SIR—The steamer Senator arrived here from Panama on the 27th inst. with two hundred passengers, and made the run in twenty-one days. She is intended to be run between this place and Sacramento City, and is capable of carrying considerable freight and about 500 passengers each trip, which, if she receives the going rates, $30 for each passenger and $1 per foot for freight, will make it a profitable business for her, as she can make over $20,000 each trip up and at least $5,000 down; the same being performed in less than 50 hours. There are four other small steamers on our bays and rivers, which she will drive into other employment. But the great difficulty now existing is the scarcity of coal, and until this difficulty is removed, either by large supplies or by the discovery of mines somewhere in this region of country, it will be very expensive to run steamers, as the country is not overstocked with wood. But it is decidedly a fixed principle that the navigation both of the Pacific coast and our bays and rivers is to be done by steamers at no very distant period. Some marks, or indications, of coal have been discovered in a circuit of 60 miles from this place, but not quite as satisfactory as might be desired. Still I think that Yankee enterprize and perseverance will bring to light a vein or mine of coal, which to us would be more valuable at the present time than a rich gold mine. Every day that I pass in this country convinces me more and more of the great abundance of gold that exists in the placers near the mountains, although many who have come here and visited the mines and returned home dissatisfied with their visit, make statements of the scarcity and great difficulty in getting gold. This may be true as far as regards themselves; for the same want of energy and industry would prevent them finding potatoes in a field where the earth was full of them in the Autumn.

I could name a number of passengers (most of them steerage passengers) who came up at the same time I (steerage passengers) who came up at the same time I did, who have been to the mines and have dug from $2,000 to $14,000 worth of gold. A young German, or Swiss, called on me a day or two ago and informed me that he had dug gold amounting to over $5,500. This he rec'd, after taking out his expenses at the mines, which were never less than from $5 to $8 per day, including his horse. The quantity of gold which is bought here by English, French and Spanish capitalists, and taken in exchange for goods, must be very great. At least one million of dollars leaves here by every steamer, and but a small part of it goes to the United States. We want a Mint here very much. I frequently see pieces of gold of from 1 to 50 ounces, fine and pure, without stone; and I also saw several pounds of very fine gold in pieces not less than 1½ ounces each to 5 ounces which were taken out of a pocket (as they term the deposits in the rocks) by four young men, who dug, in the space of four months, over $9,000 each. The young Swiss I spoke of above, dug, with two others, 1½ pounds—or 6 pounds each—of lump gold in one day.

Our town improves rapidly in all directions. We have several fine brick buildings built with bricks from the United States, and in a substantial manner. Several large hotel have been put up by persons who have brought all the furniture and utensils to set them in full blast. Reading rooms, restaurants, gambling saloons *ad finitum*; and a very good Circus opera to-night. All is hurry, bustle and confusion. Rents are enormously high. A new house on the Public Square, built of wood, and which would not cost in the United States over $5,000, put up, is rented for an eating-house to be called Delmonico's, at $10,000 per month! This may astonish you, but it is true. Where this wild extravagance will end there is no telling. The harbor is full of shipping, and there are daily arrivals and departures.

For some days past we have had very warm weather, but at night we use our blankets. J. W. M.

CITY ITEMS.

☞ The keen, cold Christmas was as uncomfortable and unexpected as if we never had heard of such a thing as a winter day; and notwithstanding the innumerable contrivances, in the shape of mufflers and overcoats, sacks, muffs and boas, it was evident that even the stout and young-blooded Christmas hunters suffered severely. What then, thought we, as we encountered the blast face to face at the corner, what then must be the case with the ragged and hungry thousands who huddle together round fireless hearths, and hear their half-starved and shivering children moaning impatiently for the meal that is not to come! Bless thee, Oh beautiful Charity, for the hundreds of suffering families thou hast relieved; and may the hands of all be freely outstretched to uphold thy arm and keep thy purse replenished—for verily the winter is cold and dreary, and the hearts of the desolate and the forsaken will faint beneath the terrors of the time, without thy life-giving aid.

Such a day as yesterday strongly reminds us of the duty of every one to provide himself with a portfolio of blank directions from the Society for Improving the Condition of the Poor, (the General Office is at 140 Grand st.) so that no one in need who makes known his wants may suffer. Mental degradation is a disgrace to civilization,—physical want is the crime of Society.

OTELLO AGAIN.—After a delightful interlude of the Donizetti confectionary, we come back again to the artistic and nourishing *extremets* of Rossini. *Otello* has made a more permanently favorable impression upon the musical public than any other Opera which has been performed in New-York for many years; and the manager will find that the return to it will fill his house for as long as he chooses to continue it. There is much for amateur singers, both male and female, to learn in listening to Bertucca, Novelli and Forti in Otello; and as a school of vocalization, the younger branches of our aristocratic families, who are still engaged in their musical studies, cannot do better than to frequently attend its representation. There will doubtless be a very marked improvement in the audiences, commencing this evening.

LAND REFORM MOVEMENT.—At a meeting called by certain Land Reformers, at the Fourteenth Ward Hotel, on Monday evening last, Dec. 24, JAMES PYNE was called to the chair, and JOHN H. KEYSER appointed Secretary. THOMAS A. DEVYR being called upon, made a brief statement of the purposes for which the meeting had been convened, urging all the Reformers of the nation to rally around the standard of Land Reform, and bear it on to a glorious victory—a triumph worthy any sacrifice and struggle; a victory for humanity and not for party; a victory which would secure Free Homes and Independence to the thousands who are eating the bread of bitter dependence, and writhing under the lash of wages servitude.

Mr. E. S. MANNING then made a few pertinent remarks, in which he urged that a Committee be appointed to prepare an address calling upon all true friends to the cause to renew their efforts in consummating the aims and principles so long and strenuously advocated by National Reformers.

Mr. WM. V. BARR followed, urging all co-workers in Land Reform, through the country, to blend their efforts in prosecuting and consummating the cause, averring that the Anti-Renters, Abolitionists and Reformers generally, who have hitherto kept aloof from us, now acknowledge the justice of our cause, and are willing and anxious to press these great principles to an issue with the great political parties of the nation.

A debate then arose as to the necessity of calling a National Convention, which was finally referred to a committee of conference.

Mr. ——, a Delegate from Rockland County, then stated the progress and prospects of Land Reform in his County.

Several strangers were also present, and being invited by the Chairman, stated their views of Reforms, &c.

After some debate it was moved and carried that a committee be appointed to prepare and present at a future meeting the most feasible and successful plan of securing a full Representation of Reformers throughout the Union, in general Convention; after which, at a late hour, the meeting adjourned.

☞ Places of amusement were over-crowded last night at an early hour, and hundreds who chanced to be tardy or went at a fashionable hour had the felicity of walking home amusementless.

HUDSON RIVER RAILROAD.—On and after Monday next, the cars will run through to Poughkeepsie, leaving at 8 o'clock A.M. and 4 P.M. The sudden cold snap yesterday must have nearly arrested River Navigation, and of course will turn a great portion of Northern travel to the Railroad. The passengers over the road have for some time averaged about 1,200 per day.

HARLEM ROAD.—The bridge which was torn up a few days since, at the Bronx River, is nearly repaired, and trains will pass as usual to-day or to-morrow.

HOUSE OF PROTECTION.—Owing to the inclemency of the weather last week, the Ladies' Fair, for the benefit of the House of Protection, will be reopened to-day, at Constitution Hall.

FAIR AT HARLEM.—The ladies of Rev. Mr. Gillett's Church, arranged a pretty Fair on Monday night, and last evening enjoyed an appropriate festival. The proceeds are to be applied to the payment of the Church debt.

☞ Dr. Wieting gives one of his Physiological Lectures (free) in the Bleecker Building, at the corner of Bleecker and Morton sts. this evening.

☞ The Fifth Anniversary of the Sabbath School connected with the King-st. Wesleyan Church, was held last evening.

RUN OVER.—On Monday night, about 6 o'clock, as a man named James Kavenagh, residing at 106 Fifth-st. was crossing the Bowery, near said street, he was knocked down by a carter's wagon, breaking some of the small bones.

DROWNED.—Alexander Bruce, recently a resident of this City, by trade a block printer, was drowned near Boston last week by falling off the draw of Chelsea Bridge while in a state of intoxication.

CASE OF STABBING.—About 8 o'clock on Monday evening a man named Thomas McAnulty, residing at 58 Cross-st. was drinking with five other men in a grocery in Anthony st. when about to leave a dispute occurred, when one of the men (whose name he does not know) drew a knife from his side pocket and stabbed McAnulty in the neck, inflicting a very dangerous wound. He was taken immediately to the City Hospital, where he remains in a very precarious condition.

THE INDEPENDENT FULTON BLUES.—This fine body of young men, numbering fifty muskets, went on a Target Excursion to Brooklyn yesterday, under the command of Capt. Watson. The target presented proof of fair military skill.

FRACTURE OF THE ARM.—On yesterday morning about 7 o'clock, as a man named William Ferguson, residing at 66 James-st. was crossing from Chatham-st. to the Park, he slipped and fell on the curbstone, and fractured his left arm near the elbow.

☞ We are informed that Senor Don Eduardo Carasche yesterday presented his credentials to the Secretary of State, and was received as Chargé d'Affaires of the Republic of Nicaragua. [National Intelligencer, 25th.

COURTS IN BOSTON—MONDAY.—*Heavy Damages for a Broken Knee.*—In the Supreme Judicial Court, Saturday, a verdict for $9,975 damages was rendered in the case of Lyman Raymond vs. the City of Lowell. The city had placed a grate in the gutter in Central-st. and it stuck up some two inches above the curb-stone. In stepping off the sidewalk the plaintiff struck his foot against the top of the grate, and, falling forward, fractured his knee-pan, causing permanent lameness. R. Choate and Fletcher Webster counsel for plaintiff, and Sidney Bartlett and I. S. Morse, city solicitor of Lowell, for the defense.

FIRE IN AUBURN.—A serious fire occurred in Auburn on Friday morning. Three frame buildings on North-st., the property of Mr. Markham, were consumed, and a large three-story frame building adjoining, standing partly on the river, belonging to C. E. Beardsley, was nearly destroyed. The first building was occupied for mechanical purposes, and the loss to the occupant is about $700; those adjoining were used for similar purposes, and the loss is about $1,500. Damage to Mr. Beardsley's building about $800.

☞ Young Sullivan, of Carmel, Me., who has returned from California, with some sixty odd thousand dollars, formerly lived in this city. He left his home two or three years since without the consent of his parents, who are Irish, and shipped on board a whale ship, which he left without notice on the Pacific coast, on the discovery of the gold. He worked awhile in the mines and then commenced the business of a boatman, in which calling he accumulated most of his treasures. He arrived here on Saturday, and his father happened here on the same day, and expressed a strong wish to see his son, but without knowing that he was in the city. On Monday young Sullivan went out to Carmel to see his parents and relatives. [Bangor Whig.

MARRIED.

Dec. 24, by Rev. William E. Eagenbroit, E. REED of New York to EMMA SMITH of London, England.

DIED.

On Monday, Dec. 24, at Jersey City, of disease of the heart, FRANCES, wife of Alfred W. Nearing, and daughter of Thomas Thomas of the City.

On Monday, Dec. 24, GRACE, wife of Job Easton, aged 35.

The relatives and friends of the family, also U. A. O. of Druids and Washington Lodge No. 1, are invited to attend her funeral, from 548 Hudson-st. on Wednesday, 26th inst. at 3 o'clock P. M.

On Tuesday, Dec. 25, at 10½ P. M. ROBERT F. CASSIDY in the 49th year of his age.

The friends and those of his father-in-law, Aaron F. Wood, and his uncle, B. M. Cassidy, are invited to attend his funeral at 4 o'clock this afternoon, from the Norfolk-st Baptist Church. His remains will be taken to Greenwood Cemetery.

At Charleston, (S. C.) papers please copy.

On 21, Mr. James Quinsay, second officer of bark Condor, from this port for Jacmel, while in the act of reeling the mainsail, fell on deck, and died in a few hours afterward.

COMMERCIAL AND MONEY MATTERS.

TUESDAY, Dec. 25—P. M.

There was no session of the Stock Board to-day, and no business was done in the Street.

The Hartford and Willimantic Railroad proves what obstacles can be overcome by determination and energy. The labor and expense of this road has been very great. Willimantic lies about 26 miles east of Hartford, and is a flourishing manufacturing village. At Hartford the Connecticut is crossed by a bridge nearly 1,200 feet long and from six to ten feet higher than the highest water-mark. On either side of the river the low lands, which in times of high water are entirely overflowed for the distance of more than a mile, are passed upon piles from eight to fifteen feet in hight, and firmly bound together. From the river to 'The Notch' in the mountains, a distance of 16 miles, no elevation of more than 400 feet is overcome. In Manchester, the road is carried over a bridge 60 feet in hight and 250 long. In Vernon, it is carried over a valley on a vast embankment of sand 78 feet high and nearly a mile in length. At 'The Notch,' it is cut through the solid rock for more than a mile and to the depth of from 45 to 60 feet. On each side of 'The Notch,' the road is dug out of the sides of almost perpendicular mountain ledges, and in the vicinity of Andover, for miles, it hangs more than 100 feet above the valley, and presents many interesting views. From Hartford, west, the road is to be extended eventually to Fishkill, on the Hudson River; and as far as Bristol, 16 miles southwest of Hartford, it is, we believe, already opened. The whole line to the Hudson has been surveyed and found very practicable. At Willimantic this road connects with a road just opened to Norwich and New-London, and will soon be opened northwardly to Palmer, on the Western Railroad.

The revenue of the Baltimore and Ohio Railroad for November has been as follows:

	For Passengers.	For Freight.
Main Stem	$90,179 42	$94,286 04
Washington Branch	17,570 76	4,338 43
Total	$47,880 18	$98,624 47

Making a total increase of $146,174 64—being an increase on both roads over the corresponding month of last year of $24,261 86.

The Indiana State Bank has agreed to lend the State the money to pay the January interest, under the action of the Legislature, which we noticed yesterday, and the interest will be punctually paid, as usual, at the office of Winslow, Lanier & Co. 52 Wall st. After the present year, there will be a considerable sinking fund provided, applicable to the gradual redemption of the principal of the State debt.

The receipts of the Madison and Indianapolis Railroad on the 13th inst. reached $2,800, being the largest receipt in one day since the opening of the road. This road has been completed only a little over three years. About 27 miles were built some ten years since; and it has been extended from year to year until completed. It is said that before the road was built a nine passenger coach, three times a week, carried all the regular passengers, and often met with poor encouragement. Now, from 100 to 150 passengers travel each way on the cars daily; and for days together, we are it stated, the receipts for freights alone have been upward of $1,100 per day. The Company run 16 locomotives on the road, and the Report of the President for 1848 shows that for weeks together there was an average of 11 trains a day over the road.

A very large meeting was held at New-Haven on Saturday to take into consideration the course of Judge Ellsworth and the Hartford Road in regard to the Canal Road injunction. The meeting was a very large one, and a deep interest was evinced in the Canal Road. A series of resolutions, pledging the purse and influence of the city in its behalf, was adopted. A Committee of twenty-five was appointed to attend to its interests in the Massachusetts Legislature.

Sixteen heavily-loaded long freight cars, from Burlington to Boston, loaded with flour from Detroit, Mich.; horns and horn tops, poultry for Christmas, marble, butter, cheese, and various other articles, arrived at the Fitchburg depot on Friday, being the first arrival from Burlington, and the great Western waters by this new route.

Markets....TUESDAY, Dec. 25—P. M.

This being Christmas day there was no business done in merchandise.

MARINE JOURNAL.

PORT OF NEW-YORK....DECEMBER 25

MINIATURE ALMANAC....THIS DAY.

Sun Sets—Rises...7 43 | Sets...4 36 | Tide Moon—Sets...morn. 3 39m
HIGH WATER....Dec. 26.
At Sandy Hook...3 02m | At Gov'nors Island...3 31m | At Hell Gate...7 32m

Arrived.

Steamship Empire City, Wilson, Chagres 10 ds, via Jamaica 7 ds, gold dust, to J Howard & Son.
Ship Eagle, Spall, Nassau 19 ds, sugar, molasses, tobacco and hemp, to J W Kiewit.
Brig Mantanzas, Santiago, Aux Cayes Dec 6, sugarwood and coffee, to A C Rossire & Co, vessel to S W Lewis. Dec 12, Thos Dean, second officer, died. Vessels left before reported.
Brig Magenta, (Dan) Moller, Buenos Ayres 61 ds, hides, &c, to W W Pearson.
Brig Wanshuron, Marthan, Aux Cayes 17 ds, logwood, to Collerbrin.
Brig Zenas of Eastport, Larkin, Jacmel, St Domingo 17 ds, coffee, to P Hoyt & Son.
Brig Venezuela, Fowler, River Gaboon, West Africa, Oct 17, ivory and palm oil, to R Jones, vessel to F P Buck.
Brig Excel, Rarell, Savannah, cotton and rice, to Sturgis, Clearman & Co.
Schr Southampton, Eastman, Suffolk, wood.
Schr W H Mulder, Price, Richmond, flour and tobacco, to Mulder & Lord.
Schr Frank, McMath, Georgetown, DC, flour, to Sturgis, Clearman & Co. On Sunday, off Chincoteague, saw a large schr ashore on the Light House. On Monday last saw a large schr ashore about 5 miles SE of Absecon Inlet, said same day, saw a schr ashore between Little Egg Harbor and Absecon.
Schr George J Jones, Savannah, cotton, to R M Demill.
Schr W B Marsh, Decker, Virginia, oysters.
Schr John Cooper, Landon, Virginia, oysters.
Schr Seraph, Virginia, oysters, bound to Boston.
Schr Vineyard, Boston, in ballast.
Schr Maria Theresa, Boston, in ballast.
Schr Rescorla, Wagoon, Boston, mdse.
Schr Chauncey St John, Hopkins, Fredericksburg, flour.
Schr Mary, Crabb, Washington, NC, naval stores.
Schr Ophir, Ingraham, San Juan, Nicaragua, 23 ds, wood and hides, to H & D Lodge.
Schr Mary Lyster, Parker, Phila, coal, bound to Belleville, NJ. On Sunday night, off Egg Island Light, saw schr Export, of Greenport, sunk.
BELOW—Bark Texas, McNair, Savannah, cotton, &c; also 3 ships, 1 bark and 1 brig.
SAILED—Packet ship Americus Rogers, for Tuscaloosa, Schr Nicaragua, Wm H Harlan, Lamp ..., Charles Tyrson, Savannah; Indus Q ..., White ..., Boston; ..., and others.
WIND—At sunrise, NW; meridian, do; sunset, do; sun warm.

[From our Correspond'nt.]

PHILADELPHIA, Dec. 24—Arrived—Schrs Solomon Andrews, Tucker, Perth Amboy; Seaport, Williams, NYork; Signet, Rogers, Wilmington, NC; R L B A Stuart, Rogers, James River; J Lovett, Higbee, Boston; Senator, Bonnell, NYork; Adeline and Emma, Jones, do; steamer W J Porter, Cooper, do.
Cleared—Barks Delaware, Harding, Rio de Janeiro; Rogers, White, do; brigs Josephine, Cushman, Nassau; Richmond, Hammond, do; schrs J Lovett, Higgins, Boston; Sarah Ann, Fish, Fall River; Amazon Green, Seaport; Williams, NYork; Isaac Carnell, Conner, Wilmington, NC; Large Middleport, Eldridge, NYork.

Disasters, &c.

SOUTH FARMINGTON.—The schr Friendship, of Halifax, on her voyage from St Anne, Bay to Boston, sprung a leak, and in attempting to reach Newport, RI, was driven ashore on the east end of Rose Island, where her bottom was nearly knocked out; cargo, rum and molasses, saved. The vessel is a total wreck.

Ship Wm W Bates, which sailed from Rio on the first inst. for Philadelphia, returned to Rio 24th, having on board the ESE side of Chatham, lost lower part of mainmast. In putting back, while in the bay, she fell foul of a merchantman's stern, and went over, carrying away bowsprit, cutwater, stanchions, and bow; shortly after, main mast went overboard, and the foremast followed, carrying with it the main yard; cargo shifted, and almost everything movable from deck, was considerable other damage. The vessel does not leak any, but shipped some water through the cabin.

Ross Travers, Bunker, from Boston for St Croix, and from East Thomaston for NYork, dragged her anchors and went adrift off the Blue Rocks, at the Point, where she remains. She has damaged her rudder some.

A flat and all schooners from Thomaston for NYork, at anchor at the Point, parted her cables and went ashore high and dry on the rocks at the south end of Coastler's Harbor Island. The crew landed safely in their boat.

Brig Dunbar, Bunker, from NYork, of and for St John, NB, dragged her anchors and went out of the Black water, dragging her stern ashore, she then got under way and anchored in the inner harbor, and in the evening dragged ashore on Goat Island; she came off day following, and again went ashore at the Point. She will come off without serious damage.

The gale on Monday night was very severe at Newport, RI. The brig Lexington, of Waldoboro', Me, lying at Peckham's wharf, drew the posts to which she was fastened out of the ground, and ran high and dry on shore. Several other smaller vessels were damaged.

To Mariners.

New Lower Hence.—On and after the 1st day of February, 1849, there will be shown from Rocky Point, the SE part of the Island of Nantucket, a Fixed Light, bearing North by East twenty three miles from the Light Vessel in Pollock Rip, and North by West nine miles from the Red White Light on the extremity of Great Point, Nantucket.

The Red light will be a Fixed White Light with Brilliant White Flashes, two successive flashes being given at intervals of twenty minutes, followed by two successive flashes at the end of the 20 minutes, then a second flash and two successive flashes at intervals of 20 minutes, then a second flash and 3 minutes as before, and so on for the time that the light is visible. The fixed light will not be visible further than 12 or 13 miles, beyond which the flashes only will be seen.

The light is produced by a revolving reflector apparatus of the second order.

The center of the light will be 60 feet above the level of the sea, and the flashes will be visible as far as the elevation and the state of atmosphere reflects, permit.

The tower is 40 feet high from base to top of Lantern, and will be painted in three rings horizontally, the top and bottom rings being white, the middle ring red. WM. K. EWINS, Collector.

Nantucket, Dec. 24, 1848.

California Vessels Spoken, &c.

Dec. 16, lat 26 41 N, lon 73 W, bark John A Taylor, of Salem, Washington, NC, for California—all well.

Spoken, &c.

Dec 18, lat 30 47, lon 73 30, brig Susan Ludwig, for Hampton Roads, 18 days out, bound to Matanzas.

Sept 7, lat 1 N, lon 29 W, ship Jamaica, Wedge, for Kinsman, 14 ds for Nilmanee, bound to Liverpool.

Dec 20, off Currituck, bark Louisa, Bliss, from NYork, bound to Newbern, NC.

Nov 10, lat 19 8, long 20, Br bark Panama, from London, for Rio Janeiro, reported signals with a Dutch ship showing a signal with the number 8, North, bound to Batavia.

10th inst, lat 18 N, long 78, Dan schr Carlscrantz, from Copenhagen for Portland Prize.

Oct 20, lat 35 30, lon 47 40, passed brig Susan, for Boston, bound South.

Whalers.

At Tahiti, June 21, Antiolia, Wood, NB, 400 sp. Capt W had purchased the ship up, intended at 1 p m to sail Island of Nheelleen, and had engaged to fill the Barclay, which he supposed would arrive home in November. He does not state whether it was the Barclay of New-Bedford or Nantucket.

At Lahaina, Sept 28, Panama, Holmes, 5ft, 1ob.

Spoken, no date, Monmouth, Hussey, Cold Spring, 1,300.

Foreign Ports.

At Antigua, Dec 10, bark Royal Saxon, Stickney, for Patagonia, wood; Fleur, put in in distress 18 days, for Rio Janeiro; Hy Worthington, NYork, long; Mary Alfred, Wray, for Rio Grande, SC, via Barbadoes, just arrived.

At River Gambon, West Africa, Oct 17, bark Chusta, of Salem, Harney, for NYork, ready.

At Buenos Ayres, Oct 30, brigs Paloe, Hatch, for Boston; A Hayford, Schmidt, for NYork; bark Caroline, Kemp, for Bath; sloop Fenay, Hallett, for Boston; Talma, Lewis, for Cape de Verde; saxe Jose, that Gwedine, Higgins, for Rio Janeiro; Orinoco, Colburn, for Falmouth; Minerva, Hersey.

At Pernambuco, Dec 10, brigs Mary, Congdon, Bath; Adelaide, Melcher, do; Gazpondo, Tow, NYork; 12th, brig Royal Tailor, Seever, Norfolk.

Arr at Port Gulaves, Dec 18, schr Ambassador, Rosting, Norfolk, 11th, sloop Cedar, Garrard, do; 8th, sloop Maria, Rogers, do.

Arr at Kingston, Jam, Dec 19, brig Lexington, Gustavus, Norfolk; schr Carolina, Baltimore.

At Monte Bay, Dec 11, brig Fashion, Kirwan, Bat.

Sld fm Port Royal, Jam, Dec 8, brig George Washington, Newman, Wilmington.

At Jacmel, Dec 8, barks Condor, Lennox, for Aux Cayes, to sail for NYork in 10 ds; Alert, Hill, Coffin of Halifax, cor; brig Panama, Eldridge, for Boston in 15 ds; schrs Panama, Dixon, for NYork in 14 ds; Geo Marion, Rowley, for do in 10 ds.

Domestic Ports.

ALEXANDRIA, Dec 23—Arr brig Dania, Greenlaw, Turks Island; schr Harriet, Crowell, Boston.

BATH, Dec 18—Arr barks Brunette, Pierce, Waldoboro, to load for Cuba; 21st, schrs Hornet, Wade, Portland; Ann, Kent, do; Ann Eliza, Pendleton, Bath; Mexico, Andover, Bremen; Albatross, Jones, bark Katy, Adams, Cornish, Havana. Sld ships New England, Minnie, Patten, Savannah; Andover, Apalachicola; bark Desdemona, Havana; brigs Comanche, do; Geo Marion, do; Julia, Moulton, Matanzas.

BALTIMORE, Dec 24—Arr barks Southerner, Hooper, New Orleans; Jas W Paige, Taylor, Boston; brigs Pontiney, Mount, Rio de Janeiro; Moline, Rockes, Apalachicola; Mary Shelton, Rider, Boston; schrs Southampton, Eastman, Richmond; Rescue, Tower, Boston; Antigua, Agnes, Lord, Amelia; Norman's Fight, Atalanta, Astor, Robinson, Washington, NC; Gulario, Lucken, Newbern; Cincinnatus, Abbottfield, Mobile; West Indian, Good Hope, Wright, Newport, RI; Alice Henry, Reed, Charleston; Mary W Lee, Hollingshead, Georgetown, SC; Ann Eliza, Pendleton, NYork; Pioneer, Hall, do.

NANTUCKET—Dec 18, Air sch Gen Washington, Chase, Boston.

PORTLAND, Dec 24—Arr brig Cadmus, Griffin, Machias Port for Boston; schrs Tamic, Brown, NYork; Friendship, Holmes, Boston; Hassan, Richardson, do; Ann Eliza, Pendleton, do; Robt Ashton, Copeland, Thomaston for Boston; Elizabeth, Farrington, Thomaston for Norfolk; Arkansas, Lane, Vinalhaven for Portsmouth; Matilda, Barber, Deer Isle for Boston; Emily, Berry, Boothbay. Cld Br schr Banner, Douglass, Maitland; Satellite, Thompson, Pawtucket; Nora Scotia, C B, Windsor.

PENSACOLA, Dec 18—Arr brigs Creed, Frisbee, Portland, Me; Fremont, Gooch, NYork.

RICHMOND, Dec 21—Cld Russian bark Caroline, Stecker, Bremen. Dec 24—Arr schrs Orleans, Dodge, NY; Sarles, Dickerson, Phil. Sld schrs E Wenner, Wheeler, Balt; Emma, Avon, Bos; Hannah, Hall, Boston. Dec 22—Arr brig Vanduzer, Baltimore. Cld brig Excel, Hersel, New York. Sld brigs Excel, New York; Tartar, Paul, Philadelphia; Mary H Cheeseman, Hand, do. Dec 21, cld Br bark Arcyone, Watson, Glasgow; bark Texas, McNair, New York; schrs Fizarro, Rogg, Wilmington, Del; Anita Dennis, Beatty, Philadelphia.

GENERAL NOTICES.

☞ **California Exhibition**—California passengers are invited to witness daily exhibitions of the gold washing process in the simple, yet ingenious and exceedingly fascinating rocker. On sale at the California Depot, 11 Park Row, for only $1.50. Deep water gold borers, $1.5. ARNOLD BUFFUM. d21 1wis*

☞ **Pioneer Temple, No. 1. H. C. P. A.**—The members are requested to be punctual in attendance at the next regular meeting, Friday evening, 28th inst. as business of importance will be transacted.

d26 3t* BENJ. PRICE, Rec. Sec.

☞ **Closed Mail to Bremen.**—Post Office, New-York, Dec. 24, 1849.—A closed mail will be made up for Germany, to be forwarded by the HIBERNIA, on the 29th inst. consisting of letters intended to be sent by the U. S. steamer Hermann. The mail will close at this office at 9 A. M. [d25 2t] WM. V. BRADY, Postmaster.

☞ **Change of Hour—New-Haven Mail.**—Post Office, New-York, Dec. 24, 1849.—On and after Wednesday, the 26th inst. the Eastern Mail, for New-Haven, Hartford and Springfield, hereafore sent at 4 P. M. will be sent at 2½, and will close at this office at 1½ P. M. daily, except Sundays. [d25 2t] WM. V. BRADY, Postmaster.

☞ **First Lecture Free**—In the Bleecker Building, corner of Bleecker and Morton sts.—Dr. WIETING will give a short course of popular lectures on Anatomy, Physiology and the Laws of Health, with his large collection of Manikins, Skeletons, Models, Paintings, &c. on Wednesday, Thursday, Friday, Saturday, Monday and Wednesday, Dec. 26, 27, 28, 29, 31, and Jan. 2, at 7 o'clock, P. M. Admission—First lecture free, the rest 12½ cents each. d25 3ds*

☞ **Grand Division S. of T. N. Y.**—An adjourned session of the Grand Division will be held in the Hall, 308 Bowery, on Wednesday evening, Dec. 26, at 7½ o'clock. By order.

d25 2tis* THOS. EDGERLEY, G. S.

☞ **Seventeenth Ward.**—An adjourned meeting of the Democratic Whigs of the Seventeenth Ward, will be held at the Henry Clay House, the corner of avenue A and First st., on Thursday evening, 27th December instant, at 7½ o'clock, to take into consideration the manner in which the Primary Election for Whig General Committees and a Ward Committee which took place on the 15th December, instant, was conducted, and the alleged circumstance that ballots were improperly introduced into the ballot box at that election, and to take such measures for the representation of the Whigs of the Ward in the two General Committees and for the formation of a Whig Ward Committee, as may be deemed advisable. By order,

JOHN RIDLEY, Chairman.
ISAAC DAYTON, Secretary. d25 3ts*

PORTRAITURE.
HENRY PETERS GRAY.

☞ **Begs to inform his friends**, that he will for the future devote his attention *entirely* to *Portrait Painting*. Those who desire excellent works of Art of the above class, are assured of his ability to execute them.—*Studio*, 87 Franklin-st. one door from Broadway.

d18 1mis eod*

☞ **New and Curious.**—Gutta Percha Bread and Fruit Trays; Gutta Percha Card Plates, Trays and Baskets; Gutta Percha Inkstands and Pen Trays; Gutta Percha Medals of Gen. Taylor and Scott; Gutta Percha Picture Frames, Whips, &c. with a large variety of Gutta Percha and India Rubber Toys, of beautiful design and workmanship, suitable for Holiday presents. For sale by the manufrs. HUDSON MANUFACTURING CO.

23 1tis 181 Broadway.

☞ **Gutta Percha Soles** applied to Boots and Shoes, and warranted, at fifty cents the pair, by English workmen in the employment of the Hudson Manufacturing Co. at 181 Broadway.—The Company request attention to the peculiar advantages presented by Gutta Percha Soles. Being totally impervious to water, they enable the most delicate to escape the ills and inconveniences of our uncertain climate, and they by a saving in time and light as to afford a degree of health and comfort, with security from colds and rheumatism, hitherto unattainable. The durability of Gutta Percha soles, as compared with leather, has long since been decided in favor of the former, and in no known instance has failure occurred, which may not be ascribed to a neglect of the Company's printed directions. From the ease with which Gutta Percha soles can be applied to boots and shoes in countries where no shoemaker can be found for miles—their power of keeping the feet dry, when wading in either fresh or sea water, thus preserving the body from coughs, colds and consumptions—and where medical advice cannot be obtained, added to their great durability and cheapness—they are most conducive to the comfort and security of persons emigrating to distant countries. Ladies and children should not omit having these soles applied to new shoes. d2 1tis

☞ **BOQUETS & BASKETS OF FLOWERS**, made up with taste for New-Year; also, Parlor Plants, Camelias, Daphnes, Primroses, &c. for sale by WM. FRELAN & SONS,
Corner Fifth-st and First-avenue.
d25 1tis eod*

THE OCEAN BANK OF THE CITY OF NEW-YORK.—The Ocean Bank has commenced business with a capital $500,000. The books will remain open at the Banking Rooms of the Association, 192 Greenwich-st. until January 10, for subscriptions to an increase of $250,000 to the capital, payable on that day.

DIRECTORS.

Nathaniel Weed,	Dennis Harris,
Robert Haydock,	George Elder,
William L. King,	D. Randolph Martin,
John Boyce,	Benj. A. Bomford,
Valentine Kirby,	Samuel S. Bowman,
Henry S. Starr,	Lucien D. Comstock.

Gordon W. Burnham.
NATHANIEL W