NEW-YORK TRIBUNE.

THE PACIFIC RAILROAD.

Letter from Col. Fremont—Adjournment of the Philadelphia Convention

At the session of the Philadelphia Convention on Wednesday, a letter was read from Col. Fremont, containing his views upon the route of the proposed Pacific Railroad. He prefers the region between the 38th and 39th parallels of latitude, and does not discuss any other route. His letter is as follows:

To Messrs. B. Gebhard and others, Committee, &c.:

GENTLEMEN: It would have given me great pleasure to have been able to accept your kind invitation, and to have met the interesting Mississippi and Pacific Railroad Convention, on Monday, but the remains of a Chagres fever confine me to my room, and leave me no other mode of showing my sense of your attention, and manifesting the interest I take in the great object which assembles this Convention, than to contribute, so far as I can, to the mass of the information which will be laid before it. In doing this, I regret that the state of my health does not permit even the labor necessary to give the distances and barometrical elevations along the route which I shall offer for your consideration, but I have caused a skeleton map rudely sketched, to be prepared to accompany this communication, and which is exhibiting the prominent features of the country and general direction of the line, will be found sufficiently full and accurate to illustrate what I have to say.

Many lines of exploration through the wilderness country from our inhabited frontier to the Pacific Ocean, have conclusively satisfied me that the region or belt of country lying between the 38th and 39th parallels of latitude offer singular facilities and extraordinary comparative advantages for the continuation of the proposed road.

I propose, therefore, to occupy your attention solely with this line, for the clearer understanding of which, it will aid to keep under the eye the accompanying map, upon which the unbroken red lines are intended to show that the regions which they traverse have been already explored, while the broken red lines indicate what is known only from reliable information.

The country to be traversed by the proposed road exhibits but two great features—the prairies, reaching to about the 105th degree of longitude; and the mountains with which it is bristling from that point to the shores of the Pacific Ocean. Some years of travel among these mountains, during which I was occupied principally in searching for convenient passes and good lines of communication, gradually led me to comprehend their structure and to understand that among this extended mass of mountains there is nowhere to be found a great continuous range having an unbroken crest, where passes are to be found in the comparatively small depressions of the summit line.

Thence this great belt of country—stretching in each way about 17 degrees—all these apparently continuous ranges are composed of lengthened blocks of mountains, separate and detached—of greater or less length, according to the magnitude of the chain which they compose—each one possessing its separate, noted and prominent peaks, and lying parallel to each other, but not usually so far in general direction of the range, but in many cases lying diagonally across it, spring suddenly up from the general level of the country, sometimes rising into bare and rocky summits of great hight, they leave openings through the range but little above the general level, and by which they can be passed without climbing a mountain. Generally these openings are wooded valleys, where the mountain springs from either side, forming a gradual ascent, then the main branches of some mighty stream. Aggregated together in this way, they go on to form the great chains of the Rocky Mountains and Sierra Nevada, as well as the smaller and secondary ranges which occupy the intervening space. With the gradual discovery of this system, I became satisfied, not only of the entire practicability, but of the easy construction of a railroad across this rugged region. As the possibility in the country is a matter of my information, I desire to state it clearly at the outset, to order that I might be more readily understood in proceeding to show that this continent can be crossed, from the Mississippi to the Pacific, without climbing a mountain, and on the very line which every national consideration would require to connect the great valley of the West with the Pacific Ocean.

In describing the belt of country through which the road should pass, it will be most convenient to divide the entire line into three parts—the Eastern, reaching from the mouth of the Kansas to the head of the Del Norte; the Middle, from the head of the Del Norte to the rim of the Great Basin; and the Western, from the rim of the Great Basin to the Ocean. Beginning near the 39th parallel of latitude, at the mouth of the Kansas, the road would extend along the valley of that river some three or four hundred miles, traversing a beautiful and wooded country of great fertility of soil, well adapted to settlement and cultivation. From the upper waters of the Kansas falling easily over into the valley of the Arkansas, the road strikes that river about a hundred miles below the foot of the mountains, continuing up it only to the mouth of the Huerfano River. From this point the prairie plains sweep directly up to the mountains, which dominate them as highlands to the Ocean. The Huerfano is one of the upper branches of the Arkansas, and following the line of this stream the road would here enter a country magnificently beautiful—timbered, having many bays or valleys of great fertility; having a mild and beautiful climate; having throughout the valley country short winters, which spend their force in the elevated regions of the mountains.

The range of mountains in which this stream finds its head springs is distinguished by having its summits almost constantly enveloped in clouds of rain or snow, from which it obtains its name of Sierra Mojada, or Wet Mountain—This chain is remarkable among the Rocky Mountain ranges for its singular gradation of hight, and for its beauty, has been characterized by travelers who have seen both, as surpassed either by the Alps or the Himalayas. Their naked rocky summits are grouped into numerous peaks, which rise from the midst of black piney forests, whence issue many small streams to the valley below. Following by an open wagon way the valley of the Huerfano, the road reaches the immediate foot of the mountain at the entrance of a remarkable pass, almost everywhere surrounded by bold, rocky mountain masses. From one foot of the mountains to the other, the pass is about five miles long; a level valley from 200 to 400 yards wide, the mountain rising abruptly on either side. With scarcely a distinguishable rise from the river plains, the road would pass directly through or between the mountains, emerging in the open valley of the Del Norte, here some 40 or 50 miles broad, or more properly a continuation northward of the valley in which the Del Norte runs. Crossing this flat country, or opening between the mountains, and encountering no water course in its way, the road would reach the entrance of a pass in the Colorado mountains, familiarly known to the New-Mexicans and Indians, traders who are accustomed to traverse it at all seasons of the year, and who represent it as conducting to the waters of the Colorado River through a handsome rolling grass covered country, and affording practicable wagon routes.

This section of the route, so far as the entrance to this pass, covering twelve degrees of longitude, I am able to speak of from actual exploration, and to say that the line described is not only practicable, but affords many and singular facilities for the construction of a railway, and offers many advantages in the fertile and wooded country through which it lies in the greater part of its course.

In the whole distance there is not an elevation, worthy of the name, to be surmounted; and a level of about 4,000 feet is gained without perceptible ascent. Up the Kansas and Huerfano River valleys the country is wooded and watered; the valley of the Del Norte is open, but wood is abundant in the neighboring mountains, and land fit for cultivation is found almost continuously along the watercourses from the mouth of the Kansas to the head of the valley of the Del Norte.

A journey undertaken in the winter of 1848-49, (and interrupted here by entering more to the southward the rugged mountain of St. John's, one of the most impracticable on the Continent,) was intended to make a correct examination of this pass and the country beyond to the rim of the Great Basin. The failure of this expedition leaves only for this middle portion of our line such knowledge as we have been able to obtain from trappers and Indian traders. The information thus obtained led me to attempt its exploration, as all accounts concurred in representing it practicable for a road; and the information thus obtained was considered to be sufficiently reliable.

According to this information, the same structure of the country to which I have called your attention above, as forming a system among the mountains, holds good here. I accordingly found no difficulty in believing that the road would readily avoid any obstacles which might be presented in the shape of mountain ranges, and easily reach the Basin.

In pronouncing upon the practicability of a road through this section, I proceed upon my general knowledge of the country, upon information received from Indian traders and residents in New-Mexico, and upon the established fact, that a road has not been traveled, but at all seasons of the year, and is one of the traveling routes from New-Mexico to California.

The third section of the map is from the Wah-asteh Mountain to the Sierra Nevada, and thence to the Bay of San Francisco. This section traverses the Great Basin, presenting three different lines, which we will find indicated on the map. Repeated journeys have given me more or less knowledge of the country along these lines, and I consider all of them practicable, although the question of preference remains to be settled. The northern line is that of the Humboldt River, which, although deflecting from the direct course to the Bay, commands in its approach to the mountains several practicable passes, the lowest of which is only 4,500 feet above the sea.

The southern line, which in crossing the Basin has not the same freedom from obstruction enjoyed by the open river line of the North, is still entirely practicable, and possesses the advantage of crossing the Sierra Nevada at a remarkably low depression, called Walker's Pass, more commonly known as the Point of the Mountain, and being in fact a termination of one of the mountains which go from that chain.

This pass is near the 35th degree of latitude and near the head of the beautiful and fertile valley of the San Joaquin, which the road thence would follow down to its junction with the Sacramento, or to some point on the Bay—This route deflects to the South about as much as the other does to the North, but secures a good way, and finds no obstacle from the Sierra, turning that mountain where it has sunk down nearly to the level of the country. Among the recent proceedings of the California Legislature, Resolutions were introduced in favor of bringing in the railway at this pass.

The third line, which is the middle and direct line, and that to which I gave a decided preference, is less known to me than either of the others; but I believe fully in its practicability, and only see, as the principal obstacle to be overcome, the Great Sierra itself, which it would strike near its center. The obstacle here presented is considered insurmountable, in the present state of railway science, sufficient to turn us from the direct route. A pass is known as indicated by the line upon the map, which labor would render practicable. Other passes are also known, to the North and South; and if tunnelling become necessary, the structure of the mountains is such as allow tunnels to be used with the greatest advantage. Narrow places are presented where opposite gorges approach within about a mile of each other, and of three thousand feet other separate points which may not be more than a quarter or half a mile apart at its base. It will also be remembered that the Great Basin, east of the Sierra Nevada, has a general elevation of over four thousand feet, so that the mountain would be approached on the east at that elevation, and on the west the slope is wide though descending to two thousand feet in hight.

The foregoing remarks embody all the general information I am now able to give upon this line. The first section of it, from the Missouri frontier to the head of the Del Norte, is explored, and needs no further reconnoissance. It is ready for the location of the road by a practical engineer. The second and third sections require further explorations, to determine, not upon practicability, but upon the preference due to one over the others.

A party of 300 men, skillfully directed, with the assistance of three or four practical road engineers, would be sufficient to lay out the whole routes, and clear and open a common road in the course of the next Spring and Summer, so as to be passable for wagons and carriages, and so rapidly traversed as any of the common roads in the United States.

The obstacles which I have not mentioned are, the winter impediment of snows, and the temporary one from the hostility of Indians. The latter can be surmounted by military stations, sending out military patrols to clear and scour the line. The snows are less formidable than would be supposed from the great elevation of the central part of the route.

They are dry, and therefore more readily passed through—are thin in the valleys, and remain on them only during a very brief Winter. The Winter of my last expedition was one of unprecedentedly deep and early snows, yet in the valley of the Kansas and Arkansas it was thin; in the valley of Huerfano, none; and in the valley of the Del Norte, at the end of November, but a few inches deep. Even in this severe Winter, on the 5th of December, at the greatest elevation crossed by the eastern section of the line—being in the narrow pass between the Arkansas and Del Norte, the snow was only three feet deep; the thermometer at Zero near mid-day. The weather in these high mountains and deep valleys is of a character adapted to such localities—extremely cold on the mountains, while temperate in the valleys. I have seen it storming for days together on the mountains in a way to be destructive to all animal life exposed to it, while in the valley there would be pleasant sunshine, and the animals feeding on nutritious grass. Beyond the Rocky Mountains, the cold is less and the snows become a less and more transient obstacle.

These are my views of a route for the road (or roads, is common one is first wanted,) from the Mississippi to the Pacific. It falls in my opinion all the conditions of a route for a national thoroughfare.

First: It is direct. The course is almost a straight line from end to end. St. Louis is between 38—50; San Francisco is about the same; the route is between these parallels, or nearly between them, the whole way.

Second: It is central to territory. It is through the territorial center west of the Mississippi, and its prolongation to the Atlantic ocean, would be central to the States east of that river. It is also central to business and population, and unless the greatest commercial point in the Valley of the Mississippi with the greatest commercial point on the coast of the Pacific.

Third: It combines the advantages for making and preserving the road, wood, water and soil, for inhabitation and cultivation.

Fourth: It is a healthy route. No disease of any kind upon it; and the valetudinarian might travel it in his own vehicle, on horse, or even on foot, for the mere restoration of health and recovery of spirits.

It not only fulfils all the conditions of a national route, but is preferable to any other. It is preferable to the South Pass from being near four degrees further south, more free from open plains, and free from the rising of great rivers. Its course is parallel with the rivers, there being but one (the Upper Platte) directly crossing its line. There are passes at the head of the Arkansas, in the Three Parks, and north of them, but none equal to this by the Rio del Norte. There is no route north of it that is comparable to it; I believe there is no practicable route south of it within the United States.

The disaster which turned me south from the head of the Del Norte and sent me down the valley of that river, and to the mouth of the Gila, enabled me to satisfy myself on that point. I went a middle route—a new way—between the Gila River and the wagon road through the Mexican Province of Sonora, and am satisfied that no route for a road can be laid on that line, except going through Mexico, then crossing the great Colorado of the West near its mouth, to cross the desert to arrive at San Diego, where there is no business, and still there are six hundred miles by land and three or four hundred by water from the Bay of San Francisco, which now is and forever must be, the great center of commerce, wealth and power on the American coast of the Pacific Ocean.

In conclusion, I have to say that I believe in the practicability of this work, and that every national consideration requires it to be done, and to be done at once, and as a national work, by the United States.

Your obliged fellow citizen,

J. C. FREMONT.

After the reading of the letter, Asa Whitney was invited to address the Convention, but instead of a speech a letter was read from him, stating that his project was not formally before the Convention though it had been misunderstood in discussion.

Moved by Dr. John A. Elbington:

Resolved, That the thanks of the Convention are eminently due, and are hereby tendered, to Asa Whitney, Esq. for his early and unremitting efforts to direct public attention to the utility, propriety and practicability of a great railroad from the Atlantic to the Pacific Ocean.

Mr. Robinson of Indiana spoke with great ability in favor of Mr. Whitney's project. He was opposed to making it a Government scheme, and said that he had reported a bill in favor of Mr. Whitney's project in Congress.

Judge Joel B. Sutherland made a very eloquent speech, advocating the prosecution of the Pacific Railroad as a Government and National project.

Mr. Morrison of Pa. spoke at some length against the resolutions of the Committee. He favored the plan of Mr. Whitney; and he regarded any project that would go to enrich only capitalists with disfavor. Mr. Whitney's plan interested the working classes.

Mr. Biddle of Mich. advocated the resolutions.

Mr. Curtis, of Iowa, spoke warmly in favor of the resolutions, and gave an interesting account of the first ideas and suggestions of a railroad across the continent from St. Louis. Mr. Curtis opposed the plan of Mr. Whitney. He was favorable to a national road, and hoped that the immediate construction would be urged upon Congress and the Government.

Mr. Whitney did not claim to have originated the first idea of a road across the continent, but only that he was the first matured plan on record.

On the question being put—shall the resolutions of the Committee pass? they were adopted almost unanimously.

When the motion to adjourn had been made, Mr Dyden, President of the Convention, rose and delivered an address, which was listened to with great interest. He was a practical man, born on the frontier—he had learnt by experience what difficulties were to be encountered, and difficult to accomplish were at length carried into effect, and with comparative ease. And the Pacific Railroad, he had no doubt, would be accomplished, and really be found a less task than at one time appeared the railroad and canal to Pittsburgh, the Erie Railroad and the Erie Canal in New-York.

When the New-York improvements were first mentioned to Mr. Clinton—the Canal—in 1815—he admired the plan, but said that its projectors were "one hundred years in advance."

Well, in 1825 it was completed—in 1835 it paid more than its cost—and now it is enlarged, and its traffic and profits were immense. Such, doubtless, would be the story of the Pacific Railroad.

He expected to see more than one Railroad across the Continent—should be be blessed with a tolerably long life—perhaps two or three Railroads. We hear that no timber could be found on a large portion of the route, yet in the vicinity of the Mississippi River, there were plenty of "lies" and all the wood wanted, or chiefly so, was for "ties," and one could be delivered from St. Louis, all along the Mississippi and its tributaries, and by Steamboats, at a trifling cost—10 to 25 cents each—taken up the Platte River for only a little more. But suppose they cost $1 each, there are, almost, 2,000 to a mile, and that would be only from $1,500 to $1,600 a mile extra. As much iron as could be wanted, might be had from St. Louis for $80 a ton, say at a great distance of, $16,000 per mile for iron.

Then there was the great, broad plain of the Platte, with a rise of only six feet to a mile—a very feasible grade. There was only one ridge between that and the head waters of the Columbia River. The grading and the bridging across the plain of the Platte River will be done for $2,000 a mile.

Thus, he would calculate for wood, iron, labor, &c. $17,500 a mile—but he would also give a margin—say $2,500 a mile for contingencies—and then the result would be only $20,000 per mile for the Pacific Railroad. As a whole, he would calculate for 2,000 miles, which would cost at the utmost limit, after a survey, about forty millions of dollars—about *half the cost of the Mexican war!*

The Convention returned thanks to its President for the able address, of which we have given above only one or two points, and a copy requested for publication, and then the body adjourned *sine die*.

More Indian Depredations on the Texan Frontier.

The *San Antonio Western Texan* of the 7th inst. gives the following particulars of recent Indian depredations, for which that paper says it is indebted to Gen. Brooke:

On the afternoon of the 23d February, a party of six Indians killed a Mexican about three miles below Laredo. Lieut. Viele immediately started in pursuit, and followed their trail for three days, when he found they had scattered, and each one had taken a different direction. On the night of the 23d ultimo, a horse was killed by an Indian at Fort McIntosh, and from the signs found in the morning, it was supposed there were several. On the morning of the 24th two parties started in pursuit, taking different directions, but joined in the afternoon of the same day, and proceeded together, under command of Lieut Hudson. After a forced march of fifty miles, the Indians numbering twenty or thirty were discovered, near sunset, on an eminence, about half a mile distant, apparently watching the movements of the troops. Upon a near approach they fired upon Lieut. Hudson, who gallantly returned their fire, wounding one; when, at a signal from their Chief, the Indians retreated. Lieut. Hudson immediately ordered a charge, and kept up a running fight for three miles, when darkness coming on, he thought it prudent to halt. On returning to the place where the fight commenced, Lieut. H. found with the guides a Mexican boy, about 10 years of age, who had made his escape during the *melée*. He stated that he, together with another boy, (who was killed and scalped,) was mistaking about 50 miles above Laredo, when they were taken prisoners. He also said that the Indians were about 60 strong, belonging to the tribe called the wah-co-ness. Half of them were in the lower country on a predatory excursion. Lieut. Hudson continued the pursuit on the 25th, until he came to where the Indians had thrown away all their superfluous baggage, and scattered, each shifting for himself, and taking a northerly course; when, being short of rations, he returned.

About the 27th ultimo, one of the men of Mr. Aubrey's train, while hunting near Turkey Creek, having just discharged his rifle at a deer, was attacked by several Indians. He received four arrows in the body, and these failing to kill, he was shot in the abdomen with a rifle. This man, whose name is Vanderpool, was brought, or found his way into the station at Leona, (how we have not learned,) where he died of his wounds. An escort of a sergeant and three men of Dragoons, belonging to the company at Leona, and a discharged soldier with his wife, a Mexican woman, returning from Eagle Pass, met Lieut. Whiting, of the engineer corps, who gave them in charge his ambulance, drawn by two mules. At a water hole 25 miles west of Leona, they were fired upon by a large body of Indians in ambush numbering four Th. party returned, leaving the ambulance, which was shot through and broken to pieces. The mules in the carriage becoming unmanageable, the woman jumped out and ran for the chapparal. The dragoons finding themselves surrounded by such fearful odds, broke through and escaped. They met Capt. Merchant, who was going to Eagle Pass with an escort, who ordered one of the men to report the matter to Col. Hardee, at Leona, and taking the others to strengthen the escort, proceeded on his route. On the day of the raid, the wife and the woman are probably in the hands of the Indians. Col. Hardee and Capt. Oakes, with mounted commands, are in hot pursuit. There are now four scouts out, between this place and the Rio Grande, under orders to scour the country high and low until the Indians are found, and then chastise them severely, which we sincerely hope they may do, as it is the only way to secure peace.

GENERAL NOTICES.

☞ **Fowlers & Wells, Phrenologists and Publishers**, Clinton Hall, 131 Nassau-st. near the Park.

☞ **Phonography.**—T. C. LELAND, Reporter and Teacher, 21 Mercer-st. near Broadway and Canal. 13f 1m*

☞ **Thos. L. Nichols, M. D. and Mrs. Mary S. Gove Nichols,** Water Cure Physicians, 48 Lexington-av. Consultations from 10 to 2. Patients received for day treatment, or visited at their residences. 2d 1w*

☞ **Hydropathic Institute at Round Hill, Northampton, Mass.** Accessible from the East, West, North and South by Railroad.—This Institution, established in 1847, has been thoroughly refitted with all the Baths and appliances usually found in similar institutions abroad, adopting the plan now universally approved, of employing medical experience and skill to conduct the various modes of treatment, believing that a perfect understanding of the LAWS OF HEALTH is necessary to insure the successful treatment of disease by any method.

The following are some of the advantages which render the Round Hill Retreat a desirable residence for INVALIDS and their FRIENDS.

1. Pure air, extensive and delightful scenery, and an elevated position, three or four hundred feet above the Connecticut River.

2. Large and pleasant rooms, and comforts and conveniences rarely found in similar establishments.

3. A practical and experienced Physician, who will see that his prescriptions are carefully and faithfully carried out.

4. Intelligent and efficient nursing, by persons who understand it.

5. An abundance of spring water remarkable for its coldness, softness and purity.

6. A diet suited to different classes of invalids.

7. Quiet and comfortable walks on the estate; a Gymnasium, with Billiard-room and Bowling Alleys, and pleasant drives in the vicinity.

8. The best of German Bath Nurses and faithful servants.

No pains will be spared to make this Institution the most useful and attractive of its kind in the country, and to meet the wants of those in pursuit of vigorous health, physical enjoyment and a comfortable home. Charges reasonable. Address A. RANDALL, Esq. Proprietor, or mi9 1aw6w* C. A. HALL, M. D. Resident Physician.

Fatal Accident.

Correspondence of The Tribune.

PHILADELPHIA, Wednesday, April 3.

Early this morning as two men, named John Harkins and John Hutchinson, were engaged in putting a belt upon the shaft in the machinery room of Spencer's Rolling Mill, situated on the Schuylkill, near Columbia Bridge, Harkins, who was upon a ladder, was, from some cause, precipitated upon the crank of the fly-wheel and crushed and mutilated in a horrible manner. Harkins expired on his way to the Hospital, shortly after the accident. Hutchinson was seriously injured by something striking him on the head. Taken to the Hospital. Harkins was a native of Ireland, and aged 28 years.

☞ The "Rosine Association" of Philadelphia—established for the reformation, employment and instruction of females who have led immoral lives—has during the past year procured situations for upward of 500 women.

Sales at the Stock Exchange....April 4.

$4,000 Erie 7 pr ct certif	87	50 North Am Trust	13
1,000 Erie 7s, '93	104½	125 Erie RR	68½
1,000 do	s3 104	75 do	68½
7,500 U S 6s, '69	115½	50 do	68½
2,000 do '68	115½	50 do	b30 68½
1,000 do '68	115½	100 do	b60 68
2,000 do 5s, '53	105	100 do	68½
10,000 Treasury Notes	114	175 do	68½
1,000 New-York 5s, '55	104	670 Harlem RR	58
5,000 Penn 5s	b60 91	400 do	58½
6,000 Erie 7s, 1850	90½	100 do	58½
2,000 do	90	250 do	b10 58½
2,000 do 10 April	90	50 do	bew 58½
300 City 5s	105	100 do	b30 58
10 Bank of America	105½	25 Harem prefer, full	30
55 Glean Bank	101	400 Reading RR	49
100 Farm Trust	39	100 do	s60 49
150 do	39½	200 do	49½
50 do	39½	100 do	b10 49½
150 do	39½	300 do	49½
100 do	b60 39	100 do	b60 49½
20 Morris Canal	s10 17	75 Portsmth Dry Dock	6
650 do	17	10 N Haven & Hartford	109
150 do	c60 da 17	25 Norw & Wor	43
200 Canton Co	48½	100 do	s15m 40
100 do	b15 49	50 do	42½

SECOND BOARD.

$5,000 Read Bonds	67½	100 Harlem R R	s3 59½
75 Nor & Wor	43½	1 Erie Bond	30
100 Canton Co	48½	5 do	s30 91½
100 Reading	s60 49½	2 do	92
100 Farm Loan	39½	5 do	b30 92½
50 do	s10 39½	50 N Am Trust	12½
200 do	s30 39½	50 do	12½
100 do	39½	50 do	s30 12½
50 do	39		

The Shipping List gives the annexed exports from this port, from 26th March to 2d April.

To Liverpool—20,324 bush Corn; 10 bales Wool; 25 bags Lima Wool; 701 gallons Sperm Oil; 14,000 Staves; 208,454 lbs Bacon; 4,547 lbs Whalebone; 818 kgs Tobacco; 31,070 lbs Tallow; 1,716 lbs Beeswax.

To London—98 bales Rosin; 1,600 lbs Turpentine; 400 bbls Pork; 140 bbls Beef; 100 tons Logwood; 75 packages Sundries; 4 cases Oil; Beeswax; 30 bbls Tobacco; 125 bales Tobacco; 20,976 lbs Moll do; 186,884 lbs Bacon; 142,560 lbs Cheese; 12,436 lbs Lard.

To Glasgow—16,700 bbls Flour; 12,800 bush Corn; 6,300 gals Whale Oil; 3,156 gals Sperm Oil; 38,968 lbs Bacon; 25,175 lbs Lard; 20 bales Linen Wood; 12 tcs Rice.

To Ireland—10,854 bush Corn.

To Belgium—576 bbls Potash; 11 bags Cedar.

To British North America—1,499 bbls Flour; 931 bbls Rye Flour; 250 bbls Meal; 432 bbls Pork; 20 bbls Bread; 90 bbls Naval Stores; 4 bbls Spirits Turpentine; 100 bbls Ale; 16 tcs Rice; 200 bush Corn; 1,000 bush Barley; 1 bbl Tobacco; 34,000 lbs Mdl do; 6,702 lbs Butter; 18,491 lbs Tallow; 306 bales Hay; 9 pkgs Domestics.

Receipts of Produce.

By Railroad and North River Boats since yesterday—692 bbls and 64 bbls Flour; 28 do Hitch Wheat; 124 do Ashes; 170 do Hops; 189 pkgs Butter; 78 bbls Seeds; 215 pkgs Cheese; 290 do cider; 3,250 Sides Leather; 37 bbls Eggs; 80 bales Wool; 110 bbls Lard; 201 do Calves and Horses, and 665 bxs and 10 bbls Starch.

Passengers Arrived.

In ship Joshua Bates, from Canton—Mrs T S H Sye and child, Miss C G Sye, David Olyphant, G T Olyphant.

In packet ship Dreadnaught, from London—Mr Tournaire and lady, Misses Josephine and Matilda Tournaire of France, M B Lindback of Germany, Messrs Lind Flander, John Amos, George Curtis, Robert H Gilmore, Jas Gilmore.

In ship Lycoming, from Montevideo—Capt Williams, late master of sch Geo McGill, of Baltimore, sold at Montevideo.

MARINE JOURNAL.

PORT OF NEW-YORK....APRIL 4.

Arrived.

Packet ship Dreadnaught, Hervey, London and Portsmouth March 4, in the Downs 24th ult, with mdse to Grinnell, Minturn & Co.

Ship Joshua Bates, Stoddard, Canton Dec 26, and 40 days from St Helena, with teas, silks, &c, to Grinnell & Co.

Ship Aeon, Rich, Burwell, New Orleans 16 days, cotton to master.

Ship St Louis, Bonner, New Orleans March 18, cotton, &c, to W Nelson.

Bark Tuskar Rock, (of Gardiner, Me) Sanderson, New Orleans 20 days, cotton to J W Elwell.

Bark Cincinnati, Kemp, Pensacola 10 days, in ballast to J & G Lawrence, to Sherman & Sturges, to Hall Brothers, and to master gives from the NE, much coming away palmetto, rails and shingles.

Brig Isaac, (of Boston,) Eldridge, Apalachicola 22 days, cotton to master.

Brig Boxford, Mann, Vera Cruz 21 days, pot-ash and specie to Hoadley & Sturges. Sail in company with ship Tennessee, for Tampico.

Brig Thomas Pinkham, Cienfuegos March 16, sugar to master.

Brig Falmouth, (Portland) Apalachicola 21 days, cotton to A Lehi.

Brig Ann, (of Hallowell) Apalachicola 21 days, cotton to A Lehi.

March 30 and 31, off Hatteras, experienced a severe storm from NE, with much lightning, which set the compass wrong, lost a deck load of hay, sugar and molasses to M Taylor & Co.

Brig Mojoma, Clark, Matanzas March 24, sugar and molasses to R C Rand. March 30 had a severe gale from ENE to SSE, split fore-sail, carried away bulwarks, &c, and on the morning of the 31st, throwing very hard, with a heavy cross sea.

Brig W J Wilson, Carter, Jacksonville, FH, sugar and molasses to Dwight & Co.

Brig Peace, Hallett, Mobile 10 days, cotton to Eagle & Hyatt.

Brig Wm L Jones, Tyler, Apalachicola 19 days, cotton to E Foster & Co.

Brig Ann, (of Hallowell) Apalachicola 21 days, cotton to master.

Sch Dennis, Tucker, Newport, RI, March 30, wood and coffee to Mack & Nye. Sailed from Newport 29th, for N Orleans.

Sch Elizabeth, Powers, Nantucket, West Coast of Africa, Jan 31, oil, ivory, palm oil, &c, to Foster & Nakerson.

Sch Old Tree River, Beswick, Accomac via Long Island Sound, 41 hs, sugar to Mason & Hagemann.

Sch Speedwell, Howes, Fredericksburg, corn to master.

Sch Friend, ——, Harrington, lumber.

Sch Hornet, (Br) Roper, Inglisch 32 days, mdse to G & J Lawrence.

Sch Enterprise, Boyd, Sacramento, CA, March 11, hides and deer skins to H & B Caldwell & Co, from Monterey 7th.

WIND—At sunrise SE, meridian W, and fresh.

Disasters, &c.

A brig was seen ashore, 14th ult, on Gardner's Reef, with mainmast gone, foremast standing, and from appearance had been ashore but a short time.

Spoken, &c.

Feb 27, lat 18 30 S, lon 37 45 W, ship Arethusa, from Boston for Rio Janeiro—41 days out.

Whalers.

A letter from bark Hopemount, Eldridge, Fairhaven, reports her in Mozambique, Jan 10, with 60 bbls oil.

Spoke, Feb 1, lat 10 10 S, lon 37 40 W, bark Mallapoisett, of Westport, with 200 bbls sperm.

Foreign Ports.

At Rio de Janeiro, Feb 27, bark Chatham, Wright, from Baltimore (last arr; Leda Ann, (late of Philadelphia) Garwood, sold; brig Kate, Snow, from New York, waiting cargo—crew all sick, and others have expended.

At Gibraltar, March 18, sch Atof, Cook, for Boston, 10 days; Gertrude Horton, Pendleton, for N York, 10, bark Halcyon, (late of Greenpoint) ashore 14th on Point Lemare, below Gibraltar, had received no damage and was to be floated off.

At Havre, March 4, Am ship Ann Alexander, Bennett, for Boston, arr Feb 24, and after discharging, proceeded to Sevilla to load, not being able to procure a cargo at Rio Hache.

Domestic Ports.

ALEXANDRIA, April 3—Arr ship David Hale, Benson, New York.

CHARLESTON, March 30—Cld steamship Isabel, Hallen, Havana.

BOSTON, April 3—Arr ship Ocean, Sears, Calcutta; bark Chaseo, Howland, Buenos Ayres; brigs Cottage, Hopkins, Calcutta; Fanny, Kittredge, Cape Hayten; Kathleen, (Br) Hamilton, Cienfuegos; Arbiter, Hallett, Philadelphia; Ann Eliza, Pierce, Baltimore; schs Rosina, Pierce, Cuba; Ann Eliza, Hallett, Philadelphia; Cleaveland, Norton, Norfolk; St Domingo City, J Hall, Clam, Calderon, Hinds, Carow, N Andrews, Isaac Anthony, Sylvester, Wilmington; Merchant, Cash, Ann; Eliza Cole, Endicott, W Pickering, Tuttle, Baltimore; Ann Maria, Lincoln, Mobile; Warren, Harrison, Fernandina; Ceres, Taylor, Wright, N York; Pioneer, Norton, Machias; J H Jewett, Jewett, Westport; Admiral Roberts, Foster, New Zealand; Fidelia, Ivy, Fresh Water; Colon, Bickford, Baltimore; Mary, Bellard, Talent; Ann, Ford, Philadelphia; Gamaliel, Bellard, Talent; Ann, Cambridge, Lacey, N York; Cid, ship Colon, Gerry, San Francisco; Rio Grande, Ryan, N Orleans; Jane John Cooke, Rapine, Madras and Calcutta; Charles Wolcott, Hill, Baker, London; Fellowscamp, Jay, Boston; Mary Ann, Ellis, Alg; I Walker, Liverpool, Alexandria; Moses Taylor, Ball, W B Allen, Sass, do; Mary Frances, Everton, Norfolk; Polly & Nancy, Walker, Richmond.

FALL RIVER, April 3—Arr schs Jarvis Lynn, Burnham, and Ann Eliza, Hallett, Philadelphia—sailed ship Essex, Brightman, New York.

GLOUCESTER, March 30—Arr schs Franklin, Nickerson, Buenos Ayres; Revenue, Brannell, Belize; April 1, sch Henry Clay, Newcomb, for Nicholas for Bangor; Magnolia Beacon, do do; 2d, cld, brig Sarah Ann, Kent, Cienfuegos; sch Ann, Ingersoll, Boston.

GEORGETOWN, D C, April 3—Arr sch Adeline Rogers, White, Boston; schs Eliza Messenger, Copeland, N York; Criterion, Rort, St Inigoes; Anne Elizabeth, Jones, Baltimore; sloop Matilda, Pettingier, Hall.

NEW ORLEANS, March 27—Arr Brig Rosamuda, Simpson, Liverpool; bark Wissahickon, Robinson, Rio de Janeiro; brig Ottoman, Gordon, Havana. Cld, ship Arcadia, Fabens, Boston; bark Scotland, Perry, Liverpool; brigs Delina, Higgins, Boston; Corsica, Davis, Cienfuegos.

NORFOLK, March 31—Arr schs Ann, Lewis, Boston; Ann Eliza, Hallett, from Newport, put in to finish loading; sch Sarah Gardner, Gardner, Camden; Henry Fearing, Kelly, Boston; schr Kimoka, Tarbox, Philadelphia. Cld, ship Sultana, Fridgett, Liverpool; schs Ann Eliza, Hallett, Boston; Sarah Gardner, Camden.

(Of local winds reports below schs Palmyra, Eddy, Boston; bark Scotland, Perry, Liverpool; brigs Delina, Higgins, Boston; Corsica, Davis, Matanzas; Congress, Hallett, Boston; schs Ann, Lewis, Boston; Sarah Gardner, Camden; Henry Fearing, Kelly, Boston; schr Kimoka, Tarbox, Philadelphia; Ann Eliza, Hallett, Boston; Sarah Gardner, Gardner, Camden.)

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NEW BEDFORD, April 3—Arr sch Wm Brown, Hunt, Baltimore.

PHILADELPHIA, April 3—Arr ships George A Hopper, Jones, Liverpool; Ivy, Vandyke, Nottebeck; bark Monsoon, Vancott, Pernambuco; brigs Jacksonian, Wilson, Portland; New Haven, Kerr, New York; Fair Leader, Elliott, Salem; J K Randall, Dunn, Charleston; Virginia, Somers, do; T C Bartlett, Hopkins, do.

PORTLAND, April 3—Arr brigs Alpine Fire, Maddocks, Cardenas; Ann, Clason, do; schs Vesta, Gray, Charles for Boston; Virginia, Higgins, Eden for do; Forester, Reed, Tremont for Salem; Henry M Leod, Stanley, Belfast for Boston; Aaron, Waterman, Belfast for Salem; Betsimeli, Beasley, do; John Frederick, Wiemer, do; Vesta, Jackson, do; Jerusha, Jewett, Portland; New Haven, Kerr, New York; Fair Leader, Elliott, Salem; J K Randall, Dunn, Charleston; Virginia, Somers, do; T C Bartlett, Hopkins, do.

PROVIDENCE, April 3—Arr, sloop Ann Eliza, Hallett, Philadelphia; brig Orray, Tall, Cowell, Charleston; schs Samuel Fast, Allen, do; Stranger, Blackwell, do; Washington, Howland, Suffolk, Va; ships Ann Eliza, Hallett, Philadelphia; Ann Maria, Brown, do; Arion, Miller, do; via Boston, Blackstone, Apalachicola.

RICHMOND, April 3—Arr schs Shenandoah, Young, N York; John Stull, Tull, Philad. Sld ship Boston, Kelley, Boston.

SALEM, April 3—Arr sch German, Seagle, Beaufort, for Baltimore; cld sch Globe, Small, N York.

WARREN, RI, April 3—Arr brig Frances, Titus, Kennebec 17th ult.

FOR SALE—A pair of Jersey bred blood Bay Matched Horses, 6 years old, full 16 hands high, superior style and action and fine travelers. Can be well recommended. Can be seen at STEWART'S Stable, 143 Liberty-st. New-York. s2 1w*

FURNITURE—A good mahogany sofa bedstead, do do dressing bureau and washstand. Any person having the above, either new or