NEW-YORK TRIBUNE.

COMMERCIAL INTELLIGENCE.

Sales at the Stock Exchange...JUNE 28.

$10,000 U S 6s, '68	117	100 Harlem RR	74¼
500 do, '62	107	150 do	74¼
34,500 do, '67	115	200 do ...s60	74
4,000 Ind Can Pref 5s	43	100 do	74
1,000 Erie, 2d mtg	102½	300 do ...s10	74
2,000 do	102½	450 do	73½
4,000 do	102½	200 do ...b45	74½
2,000 do, inc bds	97	200 do ...b45	74½
5,000 Erie, conv, b30	95½	200 Long Island ...s3	18½
2,000 do	95	100 do	18½
50 Ston RR	44½	100 do ...s60	18½
6 Hudson River	76½	200 do ...b60	19
60 do	76	150 Nor & Wor ...b60	61
25 do ...s12 mos	74	50 do ...s60	60
8 NY & NHaven	115	20 do	60½
5 Panama	84	100 do	60½
46 Bk of America	102	50 do	60
200 Morris Canal ...s90	16½	200 do ...s60	60
400 do ...b90	16½	600 Reading RR	56½
200 do	16½	200 do ...b60	57½
50 Canton Co ...b60	73½	100 do ...b30	57½
50 do	72½	200 do ...b20	57
50 do	72½	600 do	56½
150 do	72	300 do ...s10	56½
50 Erie RR ...s30	83½	100 do ...s60	56½
100 do ...b15	83½	300 do ...s60	56½
150 do ...opg	83½	100 do	56½
350 do ...b60	84	10 Edgeworth	8
169 do	83½	10 Roch & Syr	114½

SECOND BOARD.

$2,000 NY & NHJeBds	100½	100 Harlem RR ...s10	74
5,000 Convertible	95½	100 do	74½
50 Nor & Wor	60½	200 do ...s60	74
100 do ...s90	60	200 Reading RR	56½
250 do ...s3	60	500 do	56½
67 Manhattan Gas	117½	200 do ...b30	56½
50 N A Trust	9½	100 Conton Co ...b3	67½
50 do	9		

SATURDAY, June 28—P. M.

There was a fair business done in Stocks to-day, but the fancies generally show a ¼@¾ P cent decline from yesterday's prices. Reading was the most active, and closed at 56½, at which price also it opened. Harlem fell off ¼, and Erie ¼. Canton was very heavy and declined 1 P cent. Long Island was also heavy. Morris continues at the stereotyped price. Norwich was heavy and declined to 60—a fall of 1 P cent. Erie Convertibles were heavy and fell off ¼ P cent. Government Stocks were in good demand and held firmly. State Stocks were also firm.

There was a moderate business done in Exchanges and the rates are without change. 10¼@10¾ for Sterling, Francs 5 08@5 07½.

The business in Freights is moderate and the market has a downward tendency, there being a better supply of ships on the berth. Engagements 2,000@4,000 bbls. Flour at 1s 9d@1s 10½d. 10,000 bush Wt at. 6d in bulk; 1,000 bbls Resin, 1s 9d; 1,000 bbls. Turpentine, 2s. 300 or 400 bales Cotton, 5-32d. Dead Weight, 17s 6d. To London, 1,000 bbls. Flour, 2s 6d, to Glasgow, 1,000 bbls. Flour on private terms. A vessel was engaged to load Flour for Ireland at 2s and two German vessels for London for Flour at the same rate. There is but little doing for the Continent. To Havre, Cotton is dull at ⅛c. Two Malaga freights were made for clippers at $10@10 50 P ton home, and a vessel to load materials for the Panama Railroad Co. was taken at a round price. To California the market is quiet at 60@70c per foot. Within a few days there have been engagements not before reported of to London, 75 bxs. and kegs Tobacco at 3s and 3s 6d; to Glasgow, 17 casks Oil, 27s 6d, and 40 cases Measurement Goods, 25s; to Buenos Ayres, a British brig, Lumber at $12 P M; a Norw. bark from Charleston for the same port, $17; a British brig from St. John to two ports in Ireland, at 80s for Deals. To Southern ports there is no important change, except that to Savannah and Charleston there may be said to be almost nothing going forward.

In port, yesterday—		Brigs	112
Steamers	19	Schooners	192
Ships	83		—
Barks	87	Total	493

The Money market is much easier to-day, but there is still an active demand, and rates show no change. The Banks are leading more freely, having strengthened themselves for the Controller's call.

The receipts at the Sub-Treasury are $80,030; payments, $71,346; balance, $2,975,346. A draft for $500,000 will probably be paid out next week on account of the Mexican Indemnity.

The Humboldt took $872,000, one-half in gold, which is more than was anticipated. The shipments of the week add up $1,139,070, of which about $500,000 was in silver, and did not come out of the Banks, and about $129,000 in doubloons received from London. Our legitimate stock of coin has only been reduced by these shipments about half a million, while the exports have been as follows:

Sagua—Doubloons	$2,500
Port-au-Prince—American gold	3,673
London— " " "	103,000
Antwerp—French silver	5,620
Maderra—Mexican dollars	5,000
Havre— " "	97,812
" American gold	445,429
" " silver	184,500
" French silver	34,906
" " gold	1,000
" Other silver	126,800
Havana—Doubloons	131,000
Buenos Ayres—Doubloons	921
Total	$1,139,070

Next week we shall probably have a million and a half out of the Sub-Treasury, and two or two and a half millions from California.

The amount received for tolls on all the New-York State Canals during the third week in June is $88,427 08
Same period in 1850 ..... 110,332 59
Decrease in 1851 ..... $21,904 51

The aggregate amount of tolls received from the commencement of navigation to the 22d June, inclusive, is $1,037,922 28
Same period in 1850 ..... 812,779 65
Increase in 1851 ..... $195,142 33

The Morris Canal Co. are about to issue $50,000 more of Preferred Stock.

The following article is taken from the *New-Orleans Commercial Bulletin* of June 18, which we commend to our readers as giving the opinion of the South on the subject of the great importance of the Wilmington and Manchester Railroad:

In a short time the only link wanting to complete the railway communication between Montgomery and the Eastern cities will be the line extending from Manchester, in South Carolina, to Wilmington, in North Carolina. The remark that the "position of this road, its connection North and South, its easy grade, (none over thirty feet to the mile) freedom from curves, and cheap construction, is such as to put it beyond the competition of any other line of road, for the immense inland travel between the North and New-Orleans," is undoubtedly correct.

It will not only materially lessen the time of the journey from this city to New-York, but also diminish the cost, so as to place the Atlantic route once more in fair competition with any by the Western lines and lakes. We have long been aware of the importance of it to this city, have repeatedly called attention to it, and have watched its steady and rapid progress with the greatest interest. In fact it is essential to the complete success of the Georgia and Alabama Roads, for it will be the means of drawing back to them a large amount of travel that has recently been diverted to the steamships and the Western lines. The citizens of Mobile are also deeply interested in its completion at the earliest possible period. As an investment, it strikes us that its bonds offer unusual inducements to capitalists, who desire both security and profit. We know of no company in the Northern States from which the same rate of interest can be realized with equal safety, and should suppose that in Wall-st. its bonds would be in request at par. It will be seen from the advertisement that proposals for any amount not less than $1,000 will be received at the office of Messrs. Winslow, Lanier & Co. 52 Wall-st., New-York, until 3 o'clock, P. M. on the 10th of July, proxime. Our remarks on the value of the stock, or of the obligations of the company, are predicated on our knowledge of the necessity of the line to complete our railway communication with the Northern cities, and our conviction that it will be the speediest and probably the favorite route from this city to New-York.

Books of subscription to the Paterson and New York Plank Road Co. are to be opened at the office of H. T. Morgan, 66 Wall-st. on Monday. The right of way has been secured and a portion of the Capital Stock been subscribed.

The Board of Brokers have resolved to adjourn over from Thursday next to Monday.

The Vermont Valley Railroad between Brattleboro' and Bellows Falls was opened on Monday last, forming an unbroken connection between New-York and all the Northern lines of Roads up to the Canada line. In relation to this Road a correspondent writes:

"In my journeyings, I had yesterday the pleasure of riding over this long talked of and now completed Railroad from Bellow's Falls to this place. Those who have been heretofore compelled, on reaching Brattleboro', to take stage and ride some four hours over one of the most hilly roads in all this region to reach the Northern Railroad will sympathize with me in the delight I felt in taking the cars on this new road, at Bellow's Falls, and reaching this village, a distance of 24 miles, in 45 minutes, the regular running time. The road runs, almost all the way, on the bank of the Connecticut, just above high water mark, and is certainly one of the most beautiful and romantic roads in our land. The grades are merely nominal, and if at any time 45 minutes should seem to be too tedious it can be easily run in a shorter time.—Passengers leaving St. Johnsbury on the Passumpsic, Northfield on the Central and Rutland and the Rutland and Burlington Roads, take the Valley Road at the Falls and reach Brattleboro' at 18 minutes past 6 A. M. and New-York City at 5 P. M. An express train between New-York on the one hand, Ogdensburgh and St. Johnsbury on the other, to run through in a day, stopping only at the principal stations and meeting at Brattleboro' at 20 minutes past 6 o'clock, has been started—but all its arrangements cannot be fully completed till after the first of July. By this train persons leaving New-York in the morning may reach St. Johnsbury, almost at the very foot of the White Hills, the same day. Here will be found a pleasant, thriving village, with a hotel of the very first class and every desirable accommodation for taking parties to the White Hills. Surely a more beautiful route for Summer travel cannot be pointed out. Travelers will not, of course, feel obliged to do up the whole of this journey in one day, but can step off the cars at some of the many beautiful villages scattered through this valley, stop for a time and then proceed.

On Wednesday last, the Connecticut House of Representatives granted charters for five Banks, as follows:—Bank of New England at Seymour (formerly Humphreysville), Ocean Bank at Stonington, Hatter's Bank at Bethel, Eastern Bank at Killingly, and Woodbury Bank at Woodbury. The *Hartford Courant* of Friday says:—"It is stated in the street, that Gov. Seymour will veto all the Bank Charters passed by the Legislature."

The *Boston Atlas* gives the following as the losses of some prominent Manufacturing Companies:

Stark	$49,000	Nashua	$38,000
Atlantic	38,000	Jackson	22,000
Appleton	50,000	Salmon Falls	19,000
Total			$246,000

The *Atlas* adds: the above is the most favorable view of the matter that can be given to it, and we feel satisfied that a closer inspection of the premises upon which these results have been founded, would show a much greater total loss. But the picture is bad enough.

The opening of the Railroad from Indianapolis to Anderson, Ia., on the 19th inst. was the occasion for a grand demonstration of the people interested in the new enterprise. Appropriate addresses were made by Hon. O. H. Smith, the President of the Road, Judge Wick, and Gov. Wright. A few years ago it took the mail three days to make the trip from Indianapolis to Anderson, now the cars run it in two hours, including the stoppages. Judge Wick remarked that "the time had arrived when a good crop would not be valueless, as heretofore, for want of buyers, but the Road should be extended where additional markets would be found for all the surplus produce of the State."

The Board of Directors of the Pagville Railroad Company, at a meeting held in St. Louis on the 18th, passed a resolution locating the route of the first division of the road. The route adopted commences at Fourteenth-st., in St. Louis, and runs up Chateau Pond Valley and the valley of the Des Peres, to the Merimac Valley, and up the Merimac Valley for a distance of about thirty miles from St. Louis. It is understood that the Directors will break ground on the 4th of July next.

Markets....CAREFULLY REPORTED FOR THE TRIBUNE.
SATURDAY, June 28.

ASHES—The market is steady, with a fair demand, and sales of 40 bbls at $6 for Pots, and $5 50 for Pearls. The stock on Friday, in the warehouse of Messrs. Cassels, Palmer & Co. consisted of 4,336 bbls Pots, and 750 do Pearls—together 5,086 bbls.

COTTON—The market is dull, and the sales are under 400 bales at former prices. There is no shipping inquiry.

FLOUR AND MEAL—The upward tendency in the low grades of State and Western Flour continues with a fair export and speculative inquiry. There is also a good local and fair Eastern demand. There is less pressing on the market, and State is not plenty, and is most in request for export. Ohio is in demand, especially round hoop, at improving prices. Canadian is in fair demand. The firmness of holders restricts the sales. About 900 bbls sold, (part to arrive) at 4 12½@4 25 for common to good brands. The sales of Domestic reach 11,600 bbls at 4 12½@4 18 for common to strait State; 4 25 for favorite Do; $4@4 18½ for mixed to Fancy Michigan and Indiana, and 4 37½@4 37½ for common pure Genesee. Southern is in good demand, in part for export, and the market is better, with none to be had at the inside figures at the close; sales of 4,000 bbls at 4 31½@4 50 for common to strait brands, and 4 62½@4 75 for Fancy and Rye Flour is very dull. Corn Meal is inactive at 2 31 for Sfiks, 2 37 for Jersey and 3 12½ for Brandywine.

GRAIN—The market is heavy, but the sales are limited, owing to the high pretensions of holders. We have only to note a sale of 5,000 bush prime Genesee at $1 12. Rye is quiet, and is nominal at 74c. Barley is not offered freely, and is inactive at 72@80c. Oats are in good demand and less plenty at 40@43c for Stat, and 39@41c for Jersey. Corn is not plenty, especially sound, and the market is quite unsettled; the demand for export and to fill contracts for June is large and with little offering, the market is very much excited and closed nominal. The sales are 16,000 bus at 59@60c for damaged and heated; mostly for Western mixed for next Monday's delivery; 61@62c for do on the spot; 63c for 10,000 bus do for September delivery; 66c for Round Yellow, and 63c for Round White.

WHISKY—The market is easier. Sales of 350 bbls Ohio and Prison at 23@23½. Drudge is quiet at 22½c.

PROVISIONS—Our market for Pork is very quiet and prices nominal; nothing has been done to test the market. Beef is very quiet at $9@$11 for Mess and $5@$6 for Prime. Beef Hams are quiet at $14. Cut Meats are dull at 7@7½ for Hams, and 6@6½ for Shoulders. Lard is heavy and nominal at $1@$2. Butter is plenty and dull at 9@13 for Ohio, and 15@14 for State. Cheese is salable at 5@7c. Prime dairies wanted.

RICE—Is wholly inactive. No large parcels are selling, and unsignificant lots, which are reported sold, move from 2 50 to 3 62½.

HEMP—Is inactive, except for lots of five or ten bales, at $170@$180. A small lot of dressed sold at $300; 300 bales Manilla sold at 7½c.

NAVAL STORES—Are in moderate demand. Spirits of Turpentine are a shade lower. About 1,000 bbls have changed hands in the last three days, at 32½@33, cash—3,000 bbls Rough Turpentine, at the unchangeable price of $2. 1,200 bbls common Resin sold at 1 30 for North County, and 1 35 for Wilmington. Fine Resin is steady at $2@2 75, at which 2,000 bbls have been sold.

BONE—We notice only about 25,000 lbs North-west Bone at 31c. cash.

BEESWAX—There have been sales of 2,500 lbs Yellow at 26 cents, cash.

BONES—We note a sale of 74,000 Western Shin Bones at $17 50 P M, cash.

IRON—For remains quiet, and unchanged. 40 tons Swedes in poor assortment, sold at $60, 6 mos. Nothing done in English Bars for some time past.

LATHS—Eastern are in better request, at previous prices. 1,300,000, the greater part to arrive, sold at $1 37½, cash.

OILS—There is but little doing in any description, and the market is heavy for Linseed. Whale is firm, and in demand. Sperm is dull.

PLASTER—Nova Scotia is in good demand, but with small receipts. We have only to note sales of 200 tons Blue and White, in the early part of the week, at $2 50, cash.

TEAS—The market remains quiet. Imperials Young Hyson are only inquired for, but as these are very scarce, nothing of importance has been done. Congou is in few hands, and held firmly at 23 cents and upward.

TIN—We understand sales have been made of 300 slabs Banca at 26 cents, 6 mos, and that more is now demanded.

DIED.

On Friday, June 27, WILLIAM ALLEN, only son of Thomas J. and Mary A. Wells.

On Saturday, June 28, JACOB ROMAINE, aged 77 years, a resident of this city for more half a century.

The friends of the family are invited to attend the funeral services this afternoon at 3 o'clock, at 239 Broadway. His remains will be conveyed to Putnam Valley, Putnam Co., for interment.

On Saturday, June 28, at 2 o'clock, A. M., of croup, Philip Grant, superintendent by measles, HELEN GRACE, second child and only daughter of D. Anson and Clarissa Ann Pratt, aged 2 years, 9 months and 1 day.

The relatives, neighbors and friends of the family are specially invited to attend the funeral this day, at 10 o'clock, P. M., from their residence, 38 West Twenty-fourth-st., first door west of Broadway.

Passengers Sailed.

In steamship Humboldt, for Havre—Miss Eliza Malone Vincenzes, Mrs F Gaville, Eugene Livingston and lady, NYork; William Appleton, Boston, J D Whethew and lady, Philadelphia, Chas F Haviland, D G Haviland, Drake Mills, Dudley Watts and lady, NYork; W W Montgomery, W H Montgomery, NOrleans; F Bosin, Bolcoux, M Laforde, Havre; A Maugret, Mr Delmonico, Dr A Ward, Dr Wolcott Gibbs, New-York, Alexander C Glyot, do Jose, Delgado, Spain, Miss Clemence Guerin, NOrleans; E Bossum, Mobile; William Sinclair, Washington; Robert Latou, New-York, Edward Elkan, do; W T Moore & lady, do; Antonio Forver, St Domingo; Sorsy ells, do; Charles Potith, New York; H P Fuegas, Charleston; Miss Baylis, Taunton, Misses Mr Baylis, do; Bishop St Palais, Vincennes, Ind., Count and lady Francisco Molnos, Havana; A Gordon Hammersley & svt, L Hammersley, Miss Maitland, F M Cruz, Mrs Cruz, child & svt, N-York; J Munroe, lady, child & svt, Paris; Miss Hall, Boston; Miss S C Johnston & svt, and two children of Mr Constant, E R Bell & l, J A Hamilton & l, Sergt Major Taste, New-York; E Tuegros, Mrs Tuegros, Miss Tuegros, Miss La Chapelle, New-Orleans; W S Dunnell, Antonio R Isodore Hernandez, Havana; O F Hubbard, Santiago, Spain; Vt; Angelo Soit, Louisiana; Victor Sillet, NYork; W S Chase, do; H Caffin, Augusta, Ga; A Tournaire; A Baucher, Havre; Dr P A Lambert, New-Orleans; H E Schmalt, do; Antoinne Lesarne, France; Frederick Marpells, NOrleans; John Joseph Bedot, do; Louis Millot, do; Mr & Mrs Selma, do; J L H M Cracken, NYork; Mrs McCracken and two children, Mr Trousseau, Havre; Rev Chs Manegerede, Petersburg, Va; Mille Clement, Mr Cullebeen, Herman Baker, A S Macomb, NYork; Mrs Macomb 2 children and 2 servants; John C Stevens, Edwin Stevens, Lawrence Stewart, Mrs Stewart, Miss Rutherfurder, New-York; Mr Dubuez, Havana—101.

In steamship Crescent City, for Chagres—Gilmore Meredith, Judge Sanford, Mrs John West and child, John Parker and servant, Rev W Miller and lady, H S Durand, servant, J F Hogg, E R Hayes, W S Wise, Charles Kane, H S Parker, Wm Hamilton, Isaac Jones, Miss Jones, M Warren, Mr W Lett and child, A Hogan, W A Keen, M Pessoa, H W [illegible] D S Freeman, W P Freeman, G N [illegible] Mr Ellis, lady and servant, Isaac Rogers, Lawrence, Z Adelsdorffer, L Newstadter, Mr Stern, J Penn, G M Church, lady and 3 children, Miss Farley, E Warner, Mr Curtis, J Folger, C W Randall, S Bailey, J L Howard, Chas R Ferris of Adams & Co, E McKinley of Adams & Co, E G Jeffs, J W Jeffs, Chas Hannah, Mr Hannath, Jr, L Hard, J P Stearns, Benj F Perry, Silas P Foster, Chas E Murphy, Elizabeth Chaney, J Osborne, J B Moor, G Fellows, A P T Jones, S Huff, A M Church, Henry Smith, A Ellinger, Mr Boston, W Campbell, Charles Wright, Thomas Wright, S S Bullock, Thos Parsons, John Fountain, David Vanderveer, Herman Wallace, F Gallagher, Thos Rich, W H Richards, Innocente Habgarratti, A Gennini, G Gabinni, Pietro Gheda, R Morgan, Jos Lazarus, Henry Strauss, Peter Reilly, Jas Maquae, Jas Payne, J W Davidson, Thos Donald Reilly, Jas McMorine, Donald Ross, H Warbeck, Geo Angur, Jos McMorine, Donald Ross, H Warbeck, F Edgerly, Jas H Greer, J H Crosthwait, Jas Bell, Jno A Duncan, Wm H Drane, Jas Rankin, Peter Corcoran, Wm Fuller, Jas Morrison, Wm Hubbard, Alex Snider, Mrs Seaborne Kendall, Miss Martha Kendall, J E Sherborne, Sam Sudborn, O McConnell, Dennis Dolan, H B Spinner, Jas M White, J Chestnut, Mrs Chestnut, J E Farrell, S L White, G W Purdy, A Everson, W Bartlett, Jas Spencer, Michael McGinty, Jno Ryan, Jas Mettowers, Wm Kilby, J McCracken, W H Hunter, Isaac L Rue of Dodge & Co, H L Christer, and 77 laborers for the Panama Railroad Co—Total, 237.

In Steamer Southerner, for Charleston—Andrew J Lewis, James D Knight, Esq, Spencer P Reed, Esq, Daniel S Kimball, Esq, L J Barham, Esq, P G Jenkins, Capt J T Wellsman, Reuben Wallace, Esq, Master Wallace, B F Ficklin, Esq, Christian Alfs, Capt H B Judd, D Boutin, Esq, J M Bossen, lady and child, Thomas Hall, James Bryant, Esq, O B Alexander, Esq, G H Brown, Esq, C Maywood, Esq, J L Sinnis, S C W Henry, and 29 in the steerage.

In steamship Alabama, for Savannah—J Villalonga, John Gurney, Hiram Sanders, Charles Carr, F Webster, Judge R M Charlton, Miss Charlton, Mr Walley, J M Morgan, Mrs Robt Day and 2 children, N A Harder, lady, 3 children and servt—17 in steerage.

Passengers Arrived.

In ship Celestial, from Chiny—Henry W Starr of NYork.

In bark Martha Ann, from Havana—J Listience and lady, R Newall and lady, Don A Moncadel.

In bark Henry Trowbridge, from Mangueri, PR—Samuel Tudor, lady & 2 children, Mrs Santhill, daughter and 2 sons, Mr Fayett.

MINIATURE ALMANAC....THIS DAY.
SUN—Rises....3 44 | Sets....7 29 | MOON—Sets....— — a
HIGH WATER.....June 27.
Sandy Hook, 7 18m | Gov. Island, 9 27m | Hell Gate, 9 39m

MARINE JOURNAL.

PORT OF NEW-YORK.....JUNE 28.

Cleared.

Steamers—Crescent City, Tanner, Chagres, M O Roberts; Alabama, Ludlow, Savannah, L S Mitchell; Southerner, Dickinson, Charleston, Stoddard, Tileston & Co; Pennsylvania, Clark, Philadelphia; Ontario, Kettridge, Boston, Mailler & Lord.

Ships—Iowa, (Br) Brewster, Quebec, D Pilkington; Agnes, (Brem) Schilling, Hamburg, Schmidt & Balchen; President Smit, (Hess) Meyer, Rotterdam, Trapilo & Barreiras; Hamilton, Baker, Boston.

Barks—Clara Thompson, (Norw) Thursen, Cork, Funch & Meyrose; Mathilde, (Dutch) Wieting, Batavia, Pepper & Co; Rustana, (Russ) Dores, Bahia, Snow & Hartley; Harriet Power, Pierce, Campeachy; Isla de Cuba, Miller, Havana, Trapilo & Barreiras; Helen & Frances, Blanchard, Matanzas, Nesmith & Sons; Parana, Gooding, Cuba; Miles, (Ham) Arinsen, Port-au-Platt, Schmidt & Balchen; Immanuel, Nannen, Charleston; Joshua Bragdon, Cone, Bahamas, Nesmith & Sons.

Brigs—Monte Cristo, Young, Georgetown, Nelson Place; H C Lowell, Sherman, Portland, J White & Co; Louisa, (Hal) ——, Marseilles; Dutilh & Co; Rossland, Watts, St Jago, J W Elwell; Pike, (Br) Francis, Pugwash, J B Kitching; Avon, (Br) Creighton, Halifax, B McEvers & Co; Susannah, (Br) Being, Wassington, &c.

Schooners—Louisa, Chase, Easton, S W Lewis; C H Hale, Gilkey, Portland, J T White & Co; Isaac D James, De Waters, Richmond, Van Brunt & Haight; Minerva, Redman, New-Haven, Marks, Wm Jones, Lank, Philadelphia, J W McKee; Martha Maria, Swift, Salem, R W Ropes; Zoelma, Spurling, Boston, Brett, Vose & Co; Eleanor, Chase, Bolivar, E Beck & Kouhardt, Albert, Thomas, St Barts; Isaac D James, Durater, Wilmington, NC; Emeline Russell, do; Pompero, Penfield, Georgetown, Washington, &c; Senator, Kirby, Alexandria, &c; Columbia, March, Norfolk, Washington, Dillon, Philadelphia, J T White; H B Crosby, Collins, Bangor, New York; Goodwill, Boston, Cornelia, Marcy, Sturges, Clearman & Co; R H Green, Lawrence, J W McKee & Co; Cushnie, Thomas, St Barts, master.

Sloop—Roger Williams, Rhodes, Providence; Helen, Ellis, New-Bedford.

Arrived.

Ship Sea Witch, Frazer, Canton March 21, tea and cassia off to Howland & Aspinall.

Bark John Strood, Elwell, Cienfuegos, 8th inst, sugar, to J W Elwell. Has had light winds and calms all the passage.

Bark Empress, (of Bristol,) Church, Matanzas, 11 ds, sugar, to Young, Hawkins & Co. 4 passengers.

Bark Kennin, Bearse, St Petersburg, 4 ds, hemp, &c, to Newbold & Crafts.

Prussa bark Michael, Schmidt, 34 ds fm Cadiz, lead, cork and wine to ord.

Brig Augusta, Stone, Savannah 5 ds, cotton to Sturgess, Clearman & Co.

Brig Lucy Spear, Robbins, (of Thomaston) 23 ds fm Trinidad de Cuba, sugar and molasses to Chastlain & Pouvert. Sept 16, lat 29 20, lon 79 30, experienced a heavy gale from ENE, sprung foretop-mast head, split fore top-sail, stove bulwarks and 7 hhds molasses on deck.

Sard brig Giovanni Dasco, Partumeli fm Cette May 3, wine to T Mangaret.

Brig John Balch, Melville, (of Newport) 12 ds fm Havana, sugar to master.

Brig Delmont Lea, Cann, (of Boston) 19 ds fm Trinidad de Cuba, sugar to K P Rock & Co.

Sard brig Carmelita, Gerrole, Messina 50 ds, fruit to Draper & Devlin.

Brig Dingo, Butler, Kingston for Portsmouth, coal.

Brig Azores, (of Thomaston, Ausbury, Ponce, PR, 4 ds, sugar and molasses, to J W Elwell. 23d inst. Thomas Robinson, (seaman,) native of NYork, died.

Brig Florence, (of Columbia, Me,) Ray, Attakapas, 23 ds, live oak, to J A Hoyt. Sailed in company, brig Horace Greeley, for NYork.

Sch Frederick Emmor, Lane, 20 ds fm Cedar Key, cedar logs to Peck & Lyman.

Sch Charles Edwards, Vincent, (of Charleston,) 29 ds fm Cienfuegos, sugar to master.

Sch R S Willetts, Hutchings, 4 ds fm Baltimore with coal.

Sch Baltimore, Sheridt, 6 ds fm Baltimore, coal to Johnson & Lowdell.

Sch Berzan, Cole, 4 ds fm Petersburg, indse to J Hunter.

Sch Arundus, Wass, (of Harrington) 4 ds fm Savannah, lumber to Fairbanks & Co.

Sch Mary Howard, Andrews, 12 days fm Cedar Key, cedar to John Grace.

Br sch Champion, Prudent, 6 ds fm Eleuthera, pine apples to Cackett.

Sch W P Moore, Oliver, 3 ds fm Newbern, NC, naval stores to R M Bird & Co.

Sch Vantage, Handy, Albany for Boston, iron ore.

Sch Ann T Staples, Baker, Albany for Boston, iron ore and lumber.

Sch Montano, Hallett, Albany for Boston, grain.

Sch Col Hansen, White, Albany for Boston, flour and grain.

Sch Peace, Hand, Albany for Boston, flour and grain.

Sch Leander, Nickerson, Tuo for Boston, iron and lumber.

Sch Augusta, Berlingrame, Albany for Boston, stone and lumber.

Sch Elbert, Hodgdon, Kingston for Newburyport, coal.

Sch Mary Lowell, Lowell, Albany for Norwich, flour and lumber.

Sch Copy, Jones, Kingston for NBedford, coal.

Sch Cassin, Chase, Rockland 4 ds, lime to master.

Sch Gen Clinch, Norris, 21 ds fm Apalachicola, cotton to master.

Sch Henry, Hughes, Baltimore, 3 ds, coal.

Sch Martin Hunt, Smithson, loader, to order.

Sch Cora Chamberlain, Brown, Boston, 3 ds, indse, to J Atkins & Co.

Sch S A Mount, Newton, Bellfaster, 4 ds, coal.

Sch Talbot, (of Machias,) Johnson, Matanzas 19 ds, sugar and molasses, to master.

Sloop Pointer, Forbes, fm Providence.

SAILED—Steamships Humboldt, Lines, for Havre; Crescent City, Tanner, for Chagres; Alabama, Ludlow, for Savannah; Southerner, Dickinson, for Charleston.

WIND—At sunset SE.

Arrived.

.....June 29.

Ship Celestial, Gardner, fm Canton, March 2. Month of the Bonin Islands, tea, silks, &c, to Rocklin & Crane.

Bark Henry Trowbridge, (of Mystic,) Whittlesey, Mayaguez, 16 ds, June 11, sugar, to H Trowbridge & Sons.

Bark Martha Ann, (of Newport,) Messer, Havana, 9 ds, sugar, to master. Sailed in company with barks Cardiff, Melvill, and Robt B Lawton, Gardiner, for Newport.

Russian bark Jhecla, Hoorman, Londonderry, 39 ds, iron and 121 passengers, to A Heil & Son.

Brig Clarissa, Kent, Cardenas, 37th inst, molasses, to order, consd to Nesmith & Sons. Sailed in co with barks Regatta, Pratt, for Matanzas.

Brig Abram, Stevens, Santa Martha, 17th inst, hides, &c, to S W Lewis.

Brig Horace Greeley, Chase, Attakapas, 24 ds, live oak, to Geo A Hoyt.

Brig Queen Esther, (of Searsport,) Clifford, Newcastle, 9 ds, sugar, sugars, &c, to Nesmith & Sons.

Brig Marshal, (Dutch) Meijlerry, Newcastle, 9 ds, wood, molasses and sugars, to T Owen & Sons. Passengers Sch Ocean, Carsons, Kingston for Hyncham, coal.

Sch Cordelia, Smith, Rockland, 5 ds fm lime, to master.

Sch Ophir, Spear, Rockland, 6 ds, to master.

Sch Ivanhoe, Stimpson, Rockland, 6 ds, lime, to master.

Sch Dart, Palmer, Stamford, 2 ds, white lead, to Sandford & Co.

Sch Fairie, Demerest, Baltimore, 4 ds, coal.

Sch E Townsend, Mathews, Baltimore, 4 ds, coal.

BELOW—Bark Berlion, Adamy, from Sagua in Grande. Also, 2 British schs.

WIND—Moderate, SE and very hazy during the day, freshening SE with fog.

MEMORANDA—The Norwegian bark Fortuna, Newman, for Richmond, is gone out the Hook yesterday, grounded and was pulled off by the steamer Jacob Bell.

By Telegraph.

CHARLESTON, June 27—Sld, Amelia Oxray, Tall, Providence; Souther, Boston. The schr Two Marys, from Apalachicola for New-York, with a cargo of cotton, put into Savannah in a leaky condition, having encountered a heavy gale on the 17th, sld last mentioned, 23d, &c.

BALTIMORE, June 28—Arr schr Magnolia, Old, Providence Island.

BOSTON, June 28—Arr Saturday afternoon, brig G W Birmingham, Philadelphia; schs Chas John O'Brien, Hazlet, Fredericksburg, and Florida, Potts, Fort Herbert, Newark; Adelaide, NYork; Old bark Lucy, Baltimore.

Arr Sunday, ship Mary Oliver, Liverpool May 28; barks Marcus, Marseanilla June 3—left bark Pilgrim, for Boston 10 days. Bark Condor, Havana June 16. Sailed 22d inst, lat 40 n, lon 70 30, ship Italy, from New-York for St Lawrence; barks Baltic, Matanzas June 14; Zion, Baltimore. Brig Eliza Merrithew, Cardenas June 19—left bark Peru, for N York 5 days; barks Cleopatra, do 7 days; Keziah, Boston 2 days; sch United States, do 3 days. Brig Lima, Atkins June 19, schs Vine, Anguilla June 7; Pioneer, Wilmington, NC; Fashion, J Plover; and Triumph, Philadelphia; Josephine, NYork; brigs Bremen, Matanzas June 16; Wanderer, Curacoa June 4.

NEW-ORLEANS, June 25—Arr ship Dirigo, Boston.

APALACHICOLA, June 18—Arr barks Lynn, sch Aurelia, Vaj, New-York.

BALTIMORE, June 28—Arr ship Greyhound, fm Rio de Janeiro, May 21. Left in port ships Henry, of New-London, Troian, for Philadelphia; Beaubee and Ruth, for Baltimore; bark Prescott, and steamer Maria, for New-York; ship Windcraft, Salem.

Spoken—23d April, off Cape Horn, north Palestine, 100 ds fm Boston, for California.

Same date—Ship Independence, of Boston, 8 ds Douglass, fm Baltimore, and Mount Washington, 77 ds fm New-Orleans.

NORFOLK, June 28—The following vessels have been spoken from Hampton Roads to-day: [illegible]

[From our Correspondent.]

PHILADELPHIA, June 28—*Arrived*—Bark Echo, Hewes, Boston; schs New-Hampshire, Darling, NYork; R L Tay, Cain, Boston; Joseph Gest, Rogers, do; John Harris, Jarmon, Richmond; Gen Powder, Reid, NYork; Eliza H Jones, Wingate, New York; Hockaway, Bowers, NYork; Telegraph, Bennett, St Mary's; Mary S Pagle, Ezz Harbour; J Leaming, Corson, Providence; Sussex, Swain, NYork; steamers Black Diamond, Stevenson, do; Vulcan, Hand, do; Cayuga, Wilson, do.

Cleared—Steamer Pennsylvania, Baymore, Richmond; bark Philadelphia, (Brem) Hollman, Bremen; brig Eliza Ann, Chase, Mobile; schs M H Chappell, Hand, Charleston; M B Mahony, Corson, Wilmington, NC; R L Tay, Cain, Boston; Peru, Johnson, Boston; Joseph Gest, Rogers, NYork; J Leaming, Corson, Rockaway; Superb, Swain, Newport; Oregon, Hawthorn, Richmond.

Disasters &c.

THE BARK HENRY, of and from London, ashore on Long Island, near Bridgehampton, is hard and fast, the tide ebbing and flowing in her. All hands are busily engaged in stripping her of sails, masts, spars, &c. The passengers, 204 in number, were landed on the beach on Saturday night last, and from thence by surf boats to the steamer Antelope, Capt Hazard, who came up to the city last night with them. The Henry is an old vessel. Her cargo consisted of Linseed Oil, &c.

Schr Planter, of North Kingston, at Providence from Charleston, reports on the 16th, in the Gulf Stream, encountered a heavy NE gale, split mainsail and jib, and sprung a leak, which required the assistance of all hands to keep her free until the gale abated, which was on the 18th. She leaks about 300 strokes an hour, lying at the wharf.

Ship Emma, Meyer, of and from Hamburg for Valparaiso and San Francisco, was lost off the Isle of Maio, Cape Verd Islands Dec 23. The first officer and 9 seamen were brought to Boston in the U S ship Fort Morton.

Schr J G M Neal arrived on Friday from Galveston, reports, when off Charleston, 25th inst, falling in with brig Susan Stofford, from Santa Cruz (supposed for this city, in a leaky condition, laid by her all day, and left her at night, as her captain considered her safe.

The report of ship Isaac Allerton being at Bermuda in distress is a new disaster. She is from Chinchia Island for Baltimore, and the only information we have of her putting in is the report of Br schr Sandy Lass at this port, with a part of her cargo of guano.

A fore and aft schr of about 100 tons was seen ashore on the 25th inst, between the Highlands and Nauset Lights, Cape Cod.

To Mariners.

The Collector of Nantucket gives notice that a temporary Light-vessel will be stationed off Tuckernuck Shoal while the regular vessel