WASHINGTON.

Olds's Speech—Ole Bull.

Correspondence of The N. Y. Tribune.

WASHINGTON, March 7, 1852.

We recommend that a copy of the Bible, Watts's Psalms and Hymns, Poor Richard's Maxims, and Shakspere, be presented to quite a number of ambitious gentlemen in Congress, who will insist upon bedecking their speeches with quotations. Between the writings of the Old and New Testament authors and certain household familiars, who do not come under the head of "inspired" writers, these gentlemen observe no nice distinctions. They impute the sayings of Shakspere to Solomon, and of Solomon to Shakspere, and otherwise often confound the authorship of sentiments and doctrines in such a way as to do very great injustice to the dead, as well as to expose their own want of familiarity with nursery writers, with whom they ambitiously affect great intimacy.

This was strikingly and ludicrously illustrated by Mr. OLDS of Ohio, in a speech made by him on Friday last—a rambling, demagogical, foolish, humbugging, windy, juiceless speech, for home consumption entirely. We might characterize it still further by calling it a good *free trade* speech, which it was in one sense, for if it should be exported to any country that levied none but *ad valorem* duties, it would pass the Custom-House free of all charge. It was an *omnium gatherum*, an *olla podrida* of poor scraps. Yet a member of the party called "Democratic" by courtesy, and which professes a firm belief in the *intelligence* of the people, said to the writer that he should subscribe for a large number of copies of that speech, because it had *so much* demagogueism in it that it would be sure to hit somewhere with most of his constituents. The sovereign people at home can measure, by this remark, how much respect those representatives have for their understandings, who favor them with such effusions as OLDS's speech.

It was in this effort that the author, in advocating the doctrine of giving land to actual settlers, observed that the same Bible which declared that every man had a "title clear to mansions in the skies," also declared his right to a portion of the soil for cultivation. The orator was, at this part of his speech, astonished to find the House burst out in one universal shout. He was not dreaming of applause, and the unexpected interruption quite stopped and disconcerted him. But he again fired up and boggled on to the end, and not one of his *readers* are likely to be made aware of this, the most striking point of his speech.

OLE BULL, the vivacious, enthusiastic, glowing Norwegian, who calls himself an "iceberg," but who is really more like a volcano, and who makes more "music," in the circles in which he moves, without any fiddle at all, than almost any man extant, is preparing to give a concert in this city. He has received a flattering invitation to do so, signed by numerous Senators, the members of the Diplomatic Corps, and other distinguished gentlemen in Washington.

This gentleman is engaged in the work of political reformation in his own country, by a plan as novel as it bids fair to be effective. He is laying the foundation for a scheme of emigration from Norway on a large scale. When he shall have perfected his arrangements, which are already nearly consummated, he will return to his native country and demand the adoption by the Swedish Government of certain measures for the amelioration of the condition of his countrymen. The reforms he has in view, and which have already been widely agitated at home, he expects to secure by presenting the alternative of a vast concerted scheme of emigration in case they shall be refused. In connection with this enterprise he has been long engaged in the composition and publication of National Songs set to music, which are already enjoying a wide circulation and a corresponding popularity among his countrymen. It is a striking circumstance that the two most popular names of the time in the musical world, belong to natives of those two frozen countries, Norway and Sweden. And it is deserving of mention that, as in the case of JENNY LIND, so in that of OLE BULL, is the consideration he enjoys not only the consequence of the distinction which genius confers, but the result of a truthfulness, an integrity, and a nobility of nature wholly unquestioned, and strikingly apparent to the most superficial observation. J. S. P.

Yeas and Nays in the House.

Yeas and Nays in the House of Representatives, March 6, 1852, on the motion of Mr. Smart to lay upon the table the bill for the relief of the Boston and Raleigh Railroad Company, (suspending the duties on railroad iron, and providing the duties shall be paid hereafter in mail service, etc.):

YEAS—Messrs. Allison, W. Appleton, Bushy, Cable, L. D. Campbell, Carter, Chapman, J. G. Davis, Dawson, Doty, Dunham, Edgerton, Evans, Ewing, Faulkner, Ficklin, Fitzpatrick, Florence, Floyd, T. J. D. Fuller, Gamble, Giddings, Gilmore, Goodenow, Green, Isham G. Harris, Hart, Henn, Hibbard, T. M. Howe, Ingersoll, A. Johnson, John Johnson, J. G. Jones, Kurtz, H. Marshall, Mason, McCorkle, McDonald, McLanahan, McNair, Meacham, Morrison, Murray, Nabers, Newton, A. Parker, Perkins, Robbins, Rodney, Jr., Ross, D. L. Seymour, Skelton, Smart, Snow, B. Stanton, A. P. Stevens, Th. Stevens, Stratton, G. W. Thompson, Townshend, Washburn, Jr., Wilcox, Wildrick—64.

NAYS—Messrs. Abercrombie, Aiken, Ashe, Averett, Barnes, Bartlett, Jr., Beale, Bell, Bennett, Boyd, Bragg, Breckenridge, Brenton, Briggs, Brooks, Albert G. Brown, Bull, Cabell, Thompson Campbell, Chandler, Chastain, Churchwell, Clark, Cleveland, Clingman, Cobb, Conger, Cottman, Curtis, George T. Davis, Dockery, Duncan, Edmundson, Fitch, Fowler, Freeman, Gaylord, Gentry, Gorman, Grey, Hall, Harper, S. W. Harris, Hawes, Hascall, Haven, Hebard, Hendricks, Holladay, Horsford, Houston, Howard, Ives, Jackson, James Johnson, R. W. Johnson, Kahn, Landry, Lockhart, Mace, E. C. Marshall, McMullen, McQueen, Meade, Miller, Molony, H. D. Moore, J. Moore, Morehead, Murphy, Olds, Orr, Outlaw, S. W. Parker, Peaslee, Peyton, Pratt, Porter, Powell, Price, Savage, Schoolcraft, Schoonmaker, Scudder, Scurry, Smith, Stanly, Stone, St. Martin, Stuart, Sutherland, Taylor, Benjamin Thompson, Wallace, Ward, Watkins, Welch, Addison White, Alex. White, Woodward, Yates—99.

ABSENT OR NOT VOTING—Messrs. Chas. Allen, Willis Allen, Andrews, J. Appleton, Babcock, Bailey, Bayly, Bingham, Bissell, Bocock, Bowie, Bowne, G. H. Brown, Burrows, Butt, Caldwell, Caskie, Colcock, Cullom, Daniel, Darby, Dean, Dimmick, Disney, Durkee, Eastman, H. M. Fuller, Goodrich, Grow, Hamilton, Hammond, Hillyer, J. W. Howe, How, Jr., Hunter, Jenkins, D. T. Jones, G. W. Jones, G. G. King, P. King, Letcher, Mann, Martin, Mathes, Miner, Penn, Phelps, Polk, Richardson, Riddle, Rowe, Robinson, Russell, Sackett, Schermerhorn, O. S. Seymour, F. P. Stanton, R. H. Stanton, Alex. H. Stephens, Strother, Sweetser, Thurston, Toombs, Tuck, Venable, Walbridge, Walsh, Wells, Williams—70.

GEORGIA.—Delegates are now being chosen to State Conventions of the Union, and State Rights Parties, and it is given out that the latter organization will be represented at Baltimore.

IOWA.—The Jackson Co. Opposition Convention recommend Stephen A. Douglas for President.

AGE OF PRESIDENTIAL CANDIDATES.—Cass and Webster about 70; Houston, Scott, Marcy and Butler, over 60; Buchanan, 62; Lane, 50; Fillmore, 51; Douglas and Isaac P. Walker, about 40.

FIRE AT NEW-HAVEN.—On Sunday morning the cabinet and furniture establishment of Messrs. S. & R. Blair and Richard Beach, 35 Orange-st., was destroyed by fire. Loss, $5,000. No insurance.

☞ Mr. Ruleff Voorhees, a farmer living near Hicksville, L. I., was murdered on Tuesday night last, while feeding the cattle in his barnyard. Two persons have been arrested on suspicion.

☞ The Union Meeting-house and the dwelling of F. L. Matthews, at Morrisville, Vt. were entirely destroyed by fire on Tuesday of last week.

☞ The Senate of Louisiana has laid on the table the Compromise resolutions, as also the resolution approving the course of Senator Downs.

☞ Tobacco has been successfully cultivated on several farms in Niagara County during the past year.

☞ The steamer Elite, with 125 bales of cotton, was recently lost on the Trinity River.

BROOKLYN ITEMS.

—From the annual report of the Trustees of the City Hospital, it appears that the total number of admissions during the year 1851 were 130, of which there were males 101; females, 29; of whom 71 were charity patients supported at the expense of the Hospital. Of the above, 8 were natives of the United States, 4 of England, 6 of Germany, 10 of Ireland, 1 of Holland, 2 of Scotland and 1 of Prussia. Total 130. Of this number 85 recovered, 13 were relieved, 4 were removed by request, 2 eloped and 26 died. At the commencement of the present year 16 cases remained under treatment. The net expenses of the institution during the past year is set down at $3,600; of which sum $772 only was received for pay patients. The report mentions the erection of the center and wing of what is ultimately designed to be a very handsome building for hospital purposes, on Fort Greene. The center, it is anticipated, will be ready for occupation in April, and wing some time in the course of the summer.

By Telegraph to the New-York Tribune.

Another Version of the Attack on Camargo—Defeat of Caravajal.

NEW-ORLEANS, Masch 7, 1852.

The American Consul has received information that Caravajal attacked Camargo, as reported in our dispatch of yesterday, with about 500 men; but he had been repulsed, and obliged to retreat, with the loss of his artillery and ammunition.

The steamship Fanny has just arrived from Brazos, and brings the same report as that sent yesterday; but the above is probably correct.

Robbery.

PHILADELPHIA, Monday, March 8, 1852.

S. J. Ellis of Parkersburgh, Virginia, was robbed last night, (supposed in the Western train of cars,) of $1,500. The money was on Virginia Banks.

The Georgia at New-Orleans—Large Cargo of Cotton.

NEW-ORLEANS, Saturday, March 6, 1852.

The steamship Georgia, from New-York via Havana, is below.

The American ship Winchester cleared for Liverpool to-day with 5,753 bales of Cotton, being the largest cargo ever known.

Three Eastern mails are overdue here.

Markets—*Reported by Telegraph.*

NEW-ORLEANS, Saturday, March 6, 1852.

COTTON was less active this afternoon, the sales reaching barely 3,000 bales. Buyers are holding back. The exports to-day have been 23,000 bales, including 10,000 for Liverpool.

CHARLESTON, March 7, 1852.

COTTON is firm and tending upward. Sales yesterday of 1,700 bales at 6¼@8¼c.

Preparations for Sound and River Navigation for 1852.

The following account embraces the more important lines of steamers that will run from and to this City the ensuing season, exclusive of the sea steamers:

STONINGTON LINE.

The Boston and Providence line, via Stonington, Pier 2, N. R., have had the COMMODORE and the MASSACHUSETTS running during the winter, from Pier 2, N. R. Besides the above the C. VANDERBILT, Capt. J. Stone, is now lying at the foot of Fourth-st., E. R., where her engines are being repaired by workmen of the Allaire Iron Works. She is expected to be finished in the course of a few days, when the Commodore will take her place for the purpose of being overhauled, repaired and painted.

The officers, agents and employees of the Stonington Line are well known and highly popular in their vocation, not only for the regularity, order, comfort and luxury of the boats under their charge, but for that peculiar liberality and attention to the public which is honorable alike to the giver and the recipient. We might point out by name the gentlemen to whom we especially allude, but as this is to be a news article, and as we shall have occasion to refer to a host of good fellows, we shall forbear. As a general remark, we may say, that in no part of the world can be found a class of men engaged in a business which places the lives and limbs of the people in their care, so universally careful, trustworthy, praiseworthy and popular as the steamboat Captains and under officers sailing from the port of New-York.

FALL RIVER LINE.

The Boston and New-York line, via Fall River and Newport, pier No. 3 N. R., have the steamboat STATE OF MAINE, Capt. Jennett, and the BAY STATE, now running. As soon as the navigation is free, the EMPIRE STATE, Capt. Breton, now repairing at Fall River, and receiving new boilers, will take her place on the line and the Bay State will be laid up for repairs. The boats leave at 5 o'clock in the afternoon, and on arriving at Fall River, connect with the steamers BRADFORD, DUFFY and CANONICA, which start for Providence at 8 o'clock on the following morning.

NORWICH AND WORCESTER LINE.

The Boston line via Norwich and Worcester, Pier 18 N. R., have two vessels now running as night boats, the WORCESTER, Capt. Speare, which has been considerably improved, and a new large low-pressure boiler put into her by Messrs. Pease & Murphy, and the KNICKERBOCKER, also improved by the same firm. They have also another fine boat, the CONNECTICUT, Capt. Williams, which will be ready to be placed on the line about the 1st of April.

THE PEOPLE'S LINE.

The Albany People's line, between Liberty and Courtlandt-sts., have not as yet matured their arrangements for the coming season. Their powerful and splendid steamboats are, however, receiving the necessary repairs and improvements. The HENDRIK HUDSON has received new wheels. The EMPIRE and TROY have had their boilers taken out and overhauled at the Morgan Iron Works. The OREGON has been furnished with new wheels, and has been thoroughly overhauled. The ISAAC NEWTON has had new boilers put into her, and all are now being painted and decorated in a style that will make them worthy of competing with the most magnificent of the floating palaces of the Hudson.

INDEPENDENT LINE.

The Albany Independent line, from the foot of Robinson-st., North River, are preparing two very handsome boats for the Spring campaign. The RIP VAN WINKLE, Capt. S. Roe, has been thoroughly repaired by Messrs. Milligan, and painted by Mr. Stephen Rogers, and the R. L. STEVENS, Captain Elmendorf, has had her boilers overhauled, &c., under the direction of Mr. Rodman, iron founder, and her painting and decorations finished. This latter vessel will also ply to Saugerties. Both are night boats.

ERIE RAILROAD LINE.

The New-York and Erie Railroad Company, foot of Duane-st., have now two steamers running to Piermont, namely, the ERIE and the NEW-HAVEN, of which the former is an iron boat. Besides, they have five barges for the carriage of freight, and the use of one of the Jersey City Ferry boats for the accommodation of those passengers who wish to cross the North River. The Erie will shortly be repaired, and be provided with a new beam, from the foundry of Wilson Small, West-st. A short time since she received a new pair of boilers from the foundry of Messrs. Pease & Murphy.

CAMDEN AND AMBOY LINE.

The Camden and Amboy line have now the JOHN POTTER, Capt. John Simpson, and the TRANSPORT, Capt. John Gould, running. The following boats belonging to the Company are receiving the necessary repairs at their respective docks: The JOSEPH BELKNAP, Capt. E. B. Frazee; the JOHN NEILSON, Capt. L. F. Frazee, together with the tow-boats PRINCETON, Capt. Barnes; SWAN, Capt. Barnes; RAINBOW, Capt. O'Neil, have had their engines and boilers overhauled and repaired, under the superintendence of Messrs. Berryman & Storms, iron founders, foot of Hammersly-st. Two more tow-boats (the NEW-YORK, Capt. Handsell, and the THISTLE,) are also being repaired and painted at Hoboken.

☞ A new Post-Office has been established at Osceola, Tioga County, Penn., and E. Slosson appointed Postmaster. The new office begins auspiciously, by sending down *twenty-two* subscribers for *The Tribune*.

☞ The Philadelphia, Wilmington and Baltimore Railroad Company have enjoined upon all those connected with the different trains, abstinence from the use of intoxicating drinks while in the discharge of their respective duties. They have also abolished the sale of alcoholic liquors on the several stations along the Road.

☞ It was not Winchell who was run over by the cars at Alleghany City, the other day, but Andrew Wentzel, a German who is still living, but not expected to recover.

☞ Several buildings were destroyed by fire in Greensboro', Ala., a few days ago. Loss about $10,000.

☞ A severe thunder-storm occurred at Savannah on Saturday last.

☞ Over $36,000 were expended on the Washington Monument during the last year.

SHIPPING INTELLIGENCE.

Passengers Sailed

In steamship Merlin, for St. Thomas—Miss Blackler, Mr. Williams, Boston; U. H. Graham, St. Thomas; Capt. R. Baker, Boston; M. Bancel, Ve a Cruz; Hen y Trotter, England; M. B. Isaacs and lady, Barbadoes; Mr. Barrett and friend, Richmond, Va.; Joseph Grinnell and friend, New-Bedford; Daniel Ross.

For Bermuda—W. L. Penno, Bermuda; J. N. Harvey and lady, do.; Henry J. Noad, Quebec; Capt Bull, Brit. Army. Specie, $40,190.

Passengers Arrived

In steamship Cherokee, at New-Orleans, Feb. 27, from Chagres—Geo. Bennett and boy, S. M. Monsier, O. E. Shipley and lady, L. Johnson, S. Lassell, J. C. Cutlich, Miss Mary Denison and servant, D. Breeman, J. Story, S. M. Cundiy, W. J. Yeomans, R. Davidson, G. Taylor, T. W. Booth, N. Smith, S. W. Brown and servant, John Quick, M. A. Golding, R. Brown, J. M. Murphy, J. Finn, S. Weedon, S. Riley, G. Kersen, W. L. Anderson, F. B. Hall, G. S. Manning, G. Abbott and son, Charles Martin, Geo. Corey, J. Kirkpatrick, W. McDougall, W. Cooper, C. L. Mess, J. Bickford, R. Carr, Jas. West, S. Griffith, Hubbard, N. Webb, E. Donnard, G. L. Moore, J. R. Townsend, Geo. Smith, W. B. Norton, P. W. Ryan, J. Harris, B. Owens, F. Peters, Vaush, J. Legg, J. McCracken, T. Rubel, J. H. Mosley, J. S. Houland, W. Justice, J. Boyleston, J. Jones, F. E. Darham, J. Rolston, P. L. Gomges, D. Watkins, W. Esperson, A. Moosey, H. Gatwood, J. Gildon, J. Hopkins, J. Dowd, J. Wallace, W. Lort, S. Drener, M. McBaine, H. Keller, M. Goodfellow, N. Esperson, H. Moffit, J. Sentolf, P. Middleton, G. Hubbard, L. C. Moythcut, A. Kethler, H. N. Brothers, G. Good, W. A. Bartley, F. M. Deeica, Uhler, J. Ashmore, J. A. Bartley, M. F. Davis, R. Matney, R. W. Bumonels, W. F. Burton, D. Davis, S. Custard, H. Haylord, W. Ashmore, S. Ellenberger, Wm. Blankinship and family, W. Wilcox, J. T. Hall, N. P. Luff, J. A. Pierce, G. Welch, J. R. Childs, Th. Robinson, S. B. Wright, G. Rowland, Thomas Turnall, Isaac Watkins, M. Hill, A. Crowell, A. Bridges, J. Jacobs, C. Good, J. Davis, J. B. Irwin, H. C. Pellows, F. Deshon, A. S. Bird, R. Nash, H. Johnson, J. Taylor, B. Rice, C. Minturn, A. J. Barker, J. H. Dryden, H. C. Briggs and boy, B. Payne, R. Marshall, S. Petrie, N. Calhoun, P. Whaley, H. Sullican, B. Good, J. G. Moore, M. W. Steel, Hiobaly, Thomas Davis, George Davis, J. Wells, E. Hodges, J. B. Ballard, F. A. May, G. Taylor, J. L. Potterfield, M. Jorden, J. Walter, Thomas Gallas, J. W. Kirk, W. Steward, W. Langdon, B. A. Davenport, J. Tower, J. Hall, J. L. Pandley, W. Imasley, J. Lewis, J. Watts, W. B. Pebis, C. P. Crowe, J. Chicard, W. Green, S. Roberts, D. Lathrop, J. Monahan, Wm. Monehan, J. McQuery, R. Monahan, A. Anthony, J. Wright, Charles Sexton, S. Adams, C. G. King, J. Hayes, G. Downing, J. B. Barker, J. R. Odell, W. H. Wade, John Wade, J. Steel, J. Wilson, J. Adams, C. W. Lockwood, H. L. Moore, J. Moore, J. A. Mitchell.

In packet ship Patrick Henry, from London and Portsmouth—Mr. Carter and lady, Mr. Sheppard, Mrs. Sheppard, Mr. Kemp, Mr. Miller, Mr. Ballaine, and 76 in steerage.

In bark John Benson, from Havana—Miss Nancy Hughes, Wm. H. Lindsay, Don Jose Pedrais.

[PER ARCTIC.]

From Lloyd's List, Feb. 24.

Deal—Arr. Feb. 20, Ignacita, Zavala, Matanzas; George, (Oldenbg bark,) Charleston, beth for Hamburg; Lolland, Nielson, Laurvig, New-York.

Plymouth—Arr. Feb. 23, Lydia Downie, Newcastle, for New-York to stop a leak. Sld. 23, Chieftain, Bell, Cape Good Hope.

Liverpool—Arr. Feb 23, E. A. Soullard, Vaughn, Savannah; Albion, Scott, Apalachicola; Devonport, Colburn, do.; Jane H. Gindden, Child, Philadelphia.

Clyde—Arr. Feb. 23, Dirigo, Doane, New-York; Sld. 21, America, M'Kinnon, New-York.

Shields—Sld. Feb 21, Speculation, Seafolk, Boston.

Malaga—Sld, Feb. 11, Maria Teresa, Boneli, New-York.

Trieste—Arr. Feb. 13, Epaminondas, White, New-Orleans. 15, Lochinvar, Ballard, New-Orleans; Eolien, Lanferster, Boston.

From Lloyd's List, Feb. 23.

Gravesend—Arr. Feb. 22, John Bunyan, Thompson, Shanghai; Jamestown, Homan, Canton; Eagle, Sewell, Hong-Hong.

Deal—Arr. Feb. 21, Tarnaac, Patching, Hull, and sld. 22d for Mobile.

Cowes—Sld. Feb. 22, Naples, Duncan, New-Orleans.

Cardiff—Sld. Feb. 19, Anne Powell, Rowland, New-York; 20th, Triton, Soberg, St. Thomas.

Liverpool—Arr. Feb. 22, Sabine, Haley, New Orleans; Riverdale, Maxwell, do. 23d, Niagara, (s.) Hone, New-York. Sld. 20th, Universe, Bird, New-York; 21st, Ion, Hunt, San Francisco; Samuel Lawrence, Patten, New-Orleans; Normann, Cann, Apalachicola; Laura Campbell, Allan, Charleston; Kossuth, Bell, New-York; Manhattan, Peabody, do.; America, (s.) Boston; Josephus, Paine, do.

Swinemunde—Arr. Feb. 17, Oscar, Wulff, Charleston.

Havre—Arr. Feb. 18, Western World, Moses, Mobile; 19th, State of Maine, Boutelle, New-Orleans; Caroline & Mary Clark, Emerson, do.; 20th, St. George, Crawford, New-York; Albert Gallatin, Salter, Mobile.

Leghorn—Sld. Feb. 9, Bess, Pomeroy, New-York; 10th, Speculator, Mutter, do.

St. Helena—Sld. Jan. 7, Sacramento, Congdon, Providence.

Samarang—Arr. Dec. 15, Maria, Got, San Francisco.

Banjoewangie—Arr. Nov. 20, Hilda, Charlotta, Sjoberg, Tourabaza, and sld. 22d for New-York.

Lloyd's List, Feb. 21.

Gravesend—Sld. Feb. 20, Richard Cobden, Burrell, New-York.

Off Hastings—Arr. Feb. 19, Virginia Ann, ——, Charleston for Stettin.

Cowes—Sld. Feb. 20, France, Nichols, New-York.

Torbay—Sld. Feb 19, Hope, Potts, Havana.

Clyde—Arr. Feb. —, Essex, Smith, New-Orleans and Liverpool.

Off Berwick—Arr. Feb. 19, John Ritson, ——, Callao, but put to sea again with a pilot from the shore.

Antwerp—Arr Feb. 19, Camillus, Day, New-York.

Leghorn—Arr. Feb. 8, Gen. Washington, Berry, New-Orleans; Islam, Wiley, Marseilles; 9th, Eva, Philbrook, Genoa; Carnatic, Devereux, New-Orleans and Genoa.

Hong Kong—Arr. Dec. 29, George Washington, ——, San Francisco.

Whalers.

At Ascension in Jan., bark Sea Flower, Bolles, N.B., 8 months cut, clean; had lost two of her crew by African fever.

At St. Jago, Cape de Verds, Dec. 6, Oscar, Dexter, of Mattapoisett, clean—had lost flying jibboom and foretopgallant mast the sixth day out.

Heard from, by letter, Dec. 27, lat. 41 S., lon. 22 W., ship Herald, Slocum, of and from N. B., 120 sp. on board—had sent home 70 sp.

Spoken—Dec. 24, lat. 21 36 S., lon. 23 01 W., the George Washington. (Supposed ship George Washington, Edwards, of and from New-Bedford for Pacific Ocean, although it does not agree in lat. or lon. with a former report.)

Dec. 25, lat 45 35 S., lon. 38 W., was seen an American whaling bark, showing a red and white signal, with a red ball in the center.

Dec. 26, lat. 25 S., lon. 38 W, was seen ship Columbus, of and from Fairhaven, for North Pacific.

The whaler wrecked in Mozambique Channel, (before mentioned) and reported the "Julius," is supposed to be the bark Junius, Nye, of New Bedford.

A letter from Capt. Ellison, of ship Levi Starbuck, of New Bedford, reports her on the coast of Lower California Jan. 12, with 500 bbls. wh. and 400 do. sp oil on board, and boiling, having taken 400 bbls. sp. oil in the 4 weeks previous. The L. S. had lost a boat's crew, including a boatsteerer and five men, who deserted in a whale boat when 200 miles from land, (as before reported.) Capt. Ellison writes that there were two other ships seen cruising in that vicinity, the W. T. Wheaton, Green, of New-London, which had taken about 400 bbls. sp., and the Helen Augusta, Fales, of Newport, which had taken 250 bbls. sp. since leaving the Sandwich Islands in Oct. (The Levi Starbuck and W. T. Wheaton have been reported Jan. 24 with 500 bbls. sp. oil each, which is undoubtedly correct.)

Domestic Ports.

ALEXANDRIA, March 5—Arr. schrs. Alice Mowe, Pike, Eastport; Iram Smith, Davis, New-York. Sld. schr. Maria Jane, Andrews, New-York; 6th, schr Washington, Murch, New-York.

CHARLESTON, March 3—Arr. steamships Isabel, Rollins, Havana via Key West; Palmetto, Jackson, Baltimore; brigs Argus, Kean, Havana; Henry, Kellars, New-Orleans; schrs. Gazelle, Snow, Philadelphia; Herald, Evans, Baltimore; 4th, ship Julia Howard, Bulkley, New-York; barks Harriet & Martha, Ellems, Baltimore; Dudley, Morrison, New-York; schr. Sea Mark, Heagan, Philadelphia. In the offing, the bark Thetis, from Boston. Cld. ships New York, Hull, New-York; Columbia, Setzer, do.; bark Abraham Young, Crangle, Liverpool; brigs J. R. Rhodes, Hamlin, Providence, R. I.; Clinton, Walker, New-York; Somers, Watson, Havana; Empire, Crowell, Boston; Foster, Crowell, New York; schrs. Bay State, Wilson, Northern Port; G. F. M. Robertson, Booze, New-York; Virginia Griffith, Plummer, do.; Saml. Butler, Grooves, Baltimore.

CITY POINT, March 4—Sld ship Courier, Dewhorst, Rio de Janeiro.

ELIZABETH CITY—Arr. previous to 6th, schr. J. A. Gambrel, Dowdy, West Indies.

GLOUCESTER, March 5—Arr. brig Velasco, Hill, Kennebunk, for Georgetown, S. C; schr. Mary Niles, Pool, New-York.

GEORGETOWN, S. C., Feb. 27—Arr. brig Helvellyn, —— Kennebunk; 28th, schr Dolphin, Davis, do.

ROCKLAND, Feb. 27—Sld. schr. Challenge, Penniman, New-York.

Ocean Steamers, &c.

FOR SAN FRANCISCO.—PACKET OF 20TH MARCH.—The magnificent new clipper ship EMPIRE, 1,272 tuns, Capt. E. A. Thorndike, having the most superb state room accommodations in first cabin, saloon and second cabin, replete with every convenience, will take a limited number of passengers, at the following low rates: First Cabin, $225; Saloon, $200; Second Cabin, $160. The splendid model of this beautiful clipper, and the great experience of Capt. Thorndike, (this being his third voyage to San Francisco,) give the most positive assurance of an extraordinary short passage. Ample provisions are made for the comfort of passengers, and families will find in this vessel requisites for a sea voyage seldom if ever before provided. The number of tickets will be strictly limited, and no more passengers taken than can be handsomely and comfortably accommodated. Saloon passengers have same fare as First Cabin.

E. B. SUTTON, No. 84 Wall-st.

FOR CALIFORNIA via Straits of Magellan and Panama.—The magnificent new extra steamship REINDEER, 1,200 tuns burden, Capt. D. L. Wilcox, will sail from New-York for the above named ports on TUESDAY, April 1st, 1852. This steamer was built expressly for the California trade, is coppered and copper fastened, and is expected to make the shortest trip ever made to California. Passengers by this steamer will avoid all the delays, dangers, &c., of the Isthmus. A limited number of tickets may be secured by an early application to GEO. E. HAMILTON, Agent, office over Ocean Bank, corner of Greenwich and Fulton-sts.

BOWMAN, GRINNELL & CO., No. 83 South-st., New-York—Sole Agents for the Swallow Tail Lines of Liverpool and London Packets.

LIVERPOOL PACKETS, Sail 6th and 21st of each Month.	LONDON PACKETS, Sail every alternate Thursday.
Ship Queen of the West,	Ship Yorktown,
Ship Liverpool,	Ship Sir Robert Peel,
Ship Constitution,	Ship London,
Ship New World,	Ship Cornelius Grinnell,
Ship Constantine,	Ship Independence,
Ship Albert Gallatin,	Ship American Congress,
Ship Ashburton,	Ship Prince Albert,
Ship ——, (new.)	Ship Patrick Henry,

When passengers decline coming the passage money is returned without reduction.

Drafts, from £1 and upward, payable at sight in any town throughout Great Britain and Ireland.

STEAM BETWEEN NEW-YORK and GLASGOW.—The Glasgow and New-York Steamship Company's new Steamship "GLASGOW," (1,992 tuns—460 horse power,) N. Stewart, Commander, will sail from New York, for Glasgow, on TUESDAY, the 9th of March next, at 12 o'clock M.

First Cabin, Passage.....$90
Second Cabin, Passage.....55

Apply to J. McSYMON, No. 22 Broadway.

CALIFORNIA.—Through to San Francisco direct for $160, and found, in the new and magnificent clipper JULIA ANN, Capt. Ramsdell. This beautiful vessel will sail for the above port on FRIDAY, March 12. Having been built expressly for this trade, it is expected she will make the passage in 90 days. Her state-room accommodations are fitted up entirely for the comfort of passengers, and her between decks high and airy, having thorough ventilation, with all the recent improvements. The great nautical experience of Capt. Ramsdell will afford all persons an opportunity of selecting the above beautiful clipper. A rarer chance for a short and pleasant voyage seldom or ever offered. Persons wishing passage will please make early application, as only a limited number will be taken, (a number being already engaged.) Apply to BUTLER BROTHERS, Nos. 118 and 163 South-st., N. Y.

CALIFORNIA.—The new and splendid steamship CITY OF NEW-YORK will leave pier No. 3, North River, March 16, for Chagres direct, connecting at Panama with one of the favorite independent steamers. Passengers by this line are properly guaranteed against detention at Panama. Rates of fare reduced from former prices. For passage or freight apply to

B. S. HAIGHT, No. 7 West-st.

FOR SAN FRANCISCO—PASSAGE ONLY.—The beautiful clipper ship INO, Kimball R. Smith, master, at pier No. 6, N. R., has now only a few berths in the saloon disengaged, for which, as she sails positively on the 12th inst., immediate application must be made, either on board, or at the office of MAILLER & LORD, No. 108 Wall-st., or GURDON S. COIT, No. 106 Wall-st.

UNITED STATES and PACIFIC MAIL STEAMSHIP COMPANIES—The only Through Line for CALIFORNIA and OREGON, via Chagres, direct, per steamers CRESCENT CITY, on FRIDAY, March 5, and the EMPIRE CITY, via Havana, on TUESDAY, March 9.

The splendid steamship CRESCENT CITY, 2,000 tuns burden, John Tanner, commander, will sail on FRIDAY, March 5, at 2 o'clock P. M., direct for Chagres, connecting at Panama with the Company's steamers, and the EMPIRE CITY, 2,000 tuns, J. Leeds, commander, will leave her pier at the foot of Warren st., on TUESDAY, March 9, at 2 o'clock P. M. for Chagres via Havana. Passengers by the Empire City will connect with the well-known and favorite U. S. Mail steamship Northerner, to sail for San Francisco on the arrival of the passengers and mails. No detention at Panama.

Rates of fare to San Francisco: first cabin, $315; second cabin, $270; steerage, $200.

Rates of fare to Chagres: first cabin, $65; second cabin, $45; steerage, $35.

For freight or passage, apply at the office, No. 177 West-st., corner of Warren.

THROUGH to SAN FRANCISCO.—New-York and San Francisco Steamship Line—The new steamship UNITED STATES, 1,500 tuns burden, Charles C. Perry, commander, will take her departure for Chagres, on FRIDAY, 26th March next, at 3 P.M., connecting at Panama with the new double-engine steamship WINFIELD SCOTT, 2,100 tuns burden, Kenney Couillard, commander, expected to depart from Panama to San Francisco, on the 10th of April ensuing. These vessels, in speed, comfort and safety, are not surpassed by any on this route; and an experienced surgeon is attached to each vessel. Books are now open and tickets for sale at $315 through, for 1st cabin state room tickets; $255 through for 2d cabin state-room tickets; $260 through for steerage.—Apply to DAVIS, BROOKS & CO.,

General Agents, 28 Beaver-st., New-York.
JONES & JOHNSTON, 90 Wall-st.

U. S. MAIL STEAMSHIP COMPANY.—For NEW-ORLEANS via HAVANA.—The splendid steamship EMPIRE CITY, 2,000 tuns, John Leeds, commander, will sail from the pier at foot of Warren-st., N. R., on TUESDAY, March 9, at 2 o'clock P. M. precisely.

RATES OF PASSAGE TO HAVANA AND NEW-ORLEANS.
New Arrangement.

Ladies' Saloon Berths	$70
After Saloon Berths	70
Forward Saloon Berths	50
Steerage Berths	25

Specie only taken on freight to Havana.

Freight taken to New-Orleans at 46c. per cubic foot.

Shippers of freight are requested to supply themselves with the Company's bills of lading, which may be had on application at the office. No other form will be signed.

No bills of lading signed after the ship has sailed.

For freight or passage apply to M. O. ROBERTS, No. 177 West-st., corner of Warren-st.

UNITED STATES and PACIFIC MAIL STEAMSHIP COMPANY—Only through Line to California and Oregon—EXTRA.—The magnificent double engine steamship ILLINOIS, Capt. H. J. Hartstine, U. S. Navy, being now ready for service, will leave this port for Chagres on MONDAY, April 26, at 2 o'clock, P. M., precisely, from her pier foot of Warren-st., N. R., to connect with the Company's Extra May Steamer from Panama to San Francisco. The accommodations of the Illinois are unsurpassed, and she is well known to be the fastest steamer in the world. For freight or passage apply at the office of the Company, No. 177 West-st. corner of Warren.

FOR SAN FRANCISCO—To sail positively on or before 15th March—The fast-sailing regular India trading ship COLUMBIA, Capt. Jacob Pike, loading east side Peck slip, having a large portion of her cargo engaged and rapidly going on board, offers a desirable opportunity for shipment. Freights taken at low rates. Shippers may rely on the ship sailing as above. Can handsomely accommodate a limited number of first and second cabin passengers. Apply to

J. HENRY WILLIAMS, No. 119 Front-st., or to JOHN OGDEN, No. 116 Wall-st.

NEW LINE for SAN FRANCISCO, via CHAGRES and PANAMA.—VANDERBILT'S new and splendid double-engine steamship NORTHERN LIGHT, of 2,500 tuns burden, will make her first trip to Chagres direct, leaving New-York on SATURDAY, the 10th of April, at 3 P.M., from Pier No. 2, N. R.

Passengers by the NORTHERN LIGHT will be taken from Panama to San Francisco by the new and splendid double-engine steamship S. S. LEWIS, 2,000 tuns burden.

These steamers are unrivaled in the quality and extent of their accommodations, and expressly fitted to meet the requirements of the trade.

The books are now open for passage. Apply only to

D. B. ALLEN, Agent, No. 9 Battery place, up stairs.

CALIFORNIA THROUGH TICKET for SALE.—A first cabin ticket by the DANIEL WEBSTER of the 20th inst., for sale. Apply at the desk, Evangelist Office, No. 120 Nassau-st.

Steamboats and Railroads.

FOR ALBANY—With relay of Engines, and without change of cars. Fare $2 00. Regularity and safety combined. The cars of the NEW YORK and HARLEM RAILROAD leave the City Hall Station, New-York, Daily, (Sundays excepted,) at 9 o'clock A.M.—Match 4, 1852. M. SLOAT, Sup't.

MERCHANDISE FORWARDED to and from New-York via New-Haven and Springfield to Burlington, St. Johnsbury, Ogdensburgh and Montreal, and all towns on the Rutland and Burlington, Passumpsic River, Vermont, Central and Ogdensburgh Railroads. Great reduction o prices from local rates. Ship by steamers Traveler and Champion, from Peck-slip, East River, every day at 4 P.M. The railroads on this route form a through connection to Burlington, St. Johnsbury, Ogdensburgh and Montreal. Passengers can procure through tickets to all the principal Northern towns at the New-York and New-Haven Railroad Office, No. 35 Canal-st., N. Y. For forwarding instructions apply to the agents at the stations on the railroads, and to the agent of the steamers on the wharf, at Peck-slip, N. Y. Mark goods, "Merchants Dispatch."

F. HYDE, Agent, No. 152 South-st., N. Y.

NEW-YORK and NEW-HAVEN RAILROAD.—WINTER ARRANGEMENT, Dec. 1, 1851.—Trains out of New-York leave near corner of Canal