SECOND BOARD.

$6,000 Erie R.R. 2d Mtg. Bds.	100½	100 Florence & Keyport	2½
50 Erie Canal	100	50 Parker Coal Co	110
100 Phenix Mining Co	54½	50 do	70½
100 Niagara Transit Co.	30½	100 Great Nor's Land Co	8½
200 do	37	50 Reading R.R.	67½
200 do	37	40 Harlem R.R.	21½
200 do	36½	100 do	21
200 do	36½	600 Nor. & West	54½
200 do	36½	150 do	55
200 New Jersey Zinc	12½	150 do	55
200 do	12½	150 Rick. Central	100½
200 Cary Impt. Co.	12½	50 Albany & Schenectady	117
50 Cumberland Coal Co.	66½	100 Erie R.R.	20½
50 do	66½	50 do	21
50 do	66½	100 do	21
50 do	66½	200 do	21
50 do	66½	50 do	21

MONDAY, Jan. 10—P. M.

There was a strong Stock market this morning with a good demand for the leading fancies. The disposition to operate appears to be increasing. Nicaragua felt the influence of the short passage of the Northern Light on this side and the Brother Jonathan on the Pacific, and was in demand at better prices. The market touched 37, but declined to 36½ between the Boards, closing at the Second Board at 36¾. Erie is without marked change at 92½@93. The business continues very large and thus far in January the receipts are over $10,000 ahead of the same time in December. The mildness of the winter has materially assisted this result. Norwich moved to-day with considerable sales at ½@1 ⅌ cent improvement on previous prices. The business of this Road in December shows an increase of about $2,800 over December 1851. The figures are:

December, 1852	$21,543 90
December, 1851	18,731 68
Increase in 1852	$2,812 29

Reading is dull. The operators for a rise do not seem disposed to move it. Hudson River is firm at 76¾. Harlem was in some demand but the supply was equal to it. Long Island is steady but dull. Jersey Zinc is steadily taken at 12⅞@13, but there is no animation in it. The Land Companies are very firm, and Cary is in demand from Boston and Philadelphia. Sales were made between the Boards at 13½, a further advance of 50c., and at the Second Board all offered at that price was taken. We learn from Boston that the developing of this property is going on, streets are being laid out, negotiations for water and gas being made, and that the demand for lands is large and increasing. Several sales have been recently made, and if the whole property should be disposed of at the same average prices, the shares would realize $45. Canton was in demand at 119. Edgeworth, 6¼. The Coal Companies were generally firm, but Cumberland fell off to 66, closing at 66½. Parker Vein was firm at 70½. A bear sale was made at 60, seller 12 months. In premium stocks the market is firm, and the demand for the central line of roads is larger. Albany and Schenectady sold at 117, a further advance of 2 per cent. 150½ bid for Utica and Schenectady, &c. The demand arises, probably, from the opinion that the consolidation of the line now talked of will increase the value of the stocks. We have been aware for some months past of the movements going on in regard to this matter, but have not considered it good policy to make any publication in regard to it until the arrangements were more nearly closed. That there would be great economy in a consolidation of these roads there can be no doubt, and such a combination would give great regularity and efficiency to the line. The demand for bonds was to fair extent, and prices are well sustained.

The Exchange market is dull and heavy. The leading bankers have reduced the selling rate for Sterling to 9½, although 9¾ is still asked by some. The supply is in excess of the demand. The importers are now paying up large amounts of duties, which limits their ability to remit, and reduces the inquiry for bills. France are also easier, 5.15@5.13¾.

In Freights there is but little doing, and rates have a downward tendency. To Liverpool, Cotton, ⅛d.; Flour, 3/@3/6; Grain, 10½d.@11d.; Rosin, 3/6@3/7½. To London, 1,000 bbls. Naval Stores on private terms; 1,000 boxes Cheese, 37/6; 150 boxes Tobacco, 5/6. To Glasgow, a parcel of Rosin on private terms. To Havre, Cotton, 1c.; Ashes, $8@$10. To Antwerp, 400 bales Cotton, 1c. To Rotterdam, also, Cotton, 1c.

There is, under a better supply of Money, a downward tendency in the rate for call loans, and we hear of considerable amounts loaned, both by banks and individuals, on good Stocks, at 6 ⅌ cent. The bulk of the loans, however, is still at 7 ⅌ cent.

The business at the Sub-Treasury is again large. Receipts, $132,110; Payments, $320,251. Balance, $2,291,088.

The Macon and Western Railroad Company of Georgia has declared a semi-annual dividend of 4 per cent., payable 1st February, at the Bank of the Republic, on the stock standing on the New-York books. The gross earnings of this road for the year ending 30th Nov., 1852, were $292,935 93
Against $211,593 96 in 1851.
Expenses in 1852 116,358 74
Nett earnings in 1852 $133,637 19
Being over 12½ per cent. on the capital, which is $1,214,000. The entire debt of the Company, after deducting the amount of the sinking fund specially applicable to its extinction, is only $133,000. The receipts in Dec., 1852, are $28,009 46
Against, in Dec., 1851 25,192 69
Increase 11½ per cent $2,896 77

Papers were filed in the Secretary's Office at Albany on the 9th for a Railroad from Saratoga Springs to Albany. The branch from the Springs will be about 18 miles, joining the Northern Albany, and making the running time short of 45 minutes from Albany to the Springs. The following gentlemen were elected Directors: Chas. A. Stetson, New-York; Peter Gansevoort, Thomas W. Olcott, H. H. Martin, Andrew White, Ezra P. Prentice, Charles B. Lansing, Gilbert C. Davidson, Samuel H. Ransom, Ellis Baker, Jno. F. Rathbone, Robert Townsend, Eliphalet Wicks, Albany.

We deem it our duty to remind the holders of the Income Bonds of the Erie Railroad, that the period during which they have the liberty of converting them into the Convertible Bonds of 1871 expires on the 31st inst.

A sale of £10,000 Central Railroad Sterling Sixes was made to-day at par without the stock right. These Bonds have behind them for security the lands granted by Congress, the road itself upon which the money was expended, and a stock subscription of Fourteen Millions of Dollars. Gov. French of Ill., in his Message speaks thus of this enterprise:

"By an act of the General Assembly, approved 1851, the lands granted to this State by the General Government, to aid in the construction of the Central Railroad and branches, were ceded to a Company upon certain conditions, which, if complied with, would insure their construction. Among these conditions are, that the Company shall complete the road and branches within a specified time, and thereafter to pay over to the State seven per cent. of the gross products of the entire work. These lands have been selected by the Company, and a plan of the several lines of Railroads has been filed in the office of the Secretary of State. The entire work of both the main line and branches has been placed under contract, and is being pushed forward as rapidly as circumstances will allow. The Company is desirous of having the work completed as soon as practicable, and I have no hesitation in saying that I have full confidence that the work will, in good faith, be completed. In my opinion there is no ground of apprehension that it will not be prosecuted with vigor and success. The means for this purpose are within the control of the Company, and I have no doubt will be energetically employed to this end.

The earnings of the Mansfield and Sandusky City Railroad for December, 1852, were $21,572 43
Earnings for December, 1851 $12,336 79
Gain over last year $9,235 64

notwithstanding the freight trains, for the last eight or ten days of the month, were only enabled to go over a part of the Road, in consequence of the bridges being carried away by the flood.

The aggregate Imports of the last week were $3,649,129, against $2,984,343 same week last year. The exports were $693,903.

The foreign advices are favorable, but not specially important.

The Commonwealth of Pennsylvania has been endeavoring to obtain, in the Supreme Court of that State, an injunction upon the Franklin Canal Company, to restrain them from building a Railroad, to form one of the links in the Lake Shore Road, under their charter. A decision was had to-day, in which the Company was successful, the injunction having been refused. This settles the question. The Legislature of Pennsylvania would now do well to grant a liberal charter, so that the line from Cleveland to the New-York line might be consolidated.

The dividend made by the State of Illinois on the 1st inst., at Springfield, on the Illinois Internal Improvement Bonds, is about thirty-five per cent.

The Message of Governor French, of Illinois, delivered 3d inst., reports regarding the finances of Illinois as follows:

"The financial affairs of the State are in a prosperous condition, and with no adverse fortune to check our future progress, we may indulge the expectation that the State will, within five years, be able to meet the entire interest upon the public debt as it accrues annually, without resorting to an increase of taxation.

With the aid to be derived from the two mill tax and the mill and a half tax, both of which are specifically appropriated to the principal or interest of the public debt, together with the yearly increase of the gross amount of revenue flowing into the public treasury from the rapid accumulation of taxable property, particularly of lands, with such other means as the State has under its control and subject to its disposal, we may reasonably hope to be able to redeem a large proportion of the public debt before the time at which the bonds become payable.

Judging from the sales of the canal lands, and the excess of the purchase money over their originally appraised value, and taking into consideration, also, the many valuable lands and town lots remaining unsold, I feel the greatest confidence that those, with the income from the canal, will ultimately go very far toward the liquidation of the canal debt."

There will be in the treasury on the first day of March next, over and above what will be required to meet all the expenses of the State Government in all its departments and the legislation appropriations already made, a surplus of more than $100,000, or a sum nearly sufficient to meet all the Government expenses for the next two years, without drawing upon the incoming revenue. According to the present rate of taxation the surplus for the future, at the close of each year, will exceed the amount now in the Treasury in the same proportion as the revenue increases, provided the legislative appropriations are confined solely within the necessary limits of expenditure.

During the last years, the yearly increase in the amount of revenue received into the Treasury has been very large, by far exceeding the expectations of those who have had their attention more immediately directed to this subject. That this increase will be much greater for the future may be most confidently expected. The mill and a half tax, which is exclusively appropriated to interest purposes, amounted in 1847 to $138,309 63, while in 1851 it had increased to $206,728. The two mill tax, imposed by the fifteenth article of the Constitution, was, in 1849, $210,865 50; in 1851, it amounted to $275,637 35, showing an increase of revenue of near 30 per cent. for the last two years. In the year 1845, the taxable property, real and personal, as returned to the Auditor of State, amounted to $82,327,165. In 1849 it amounted to $105,432,752. In 1851, it had increased to $137,818,679 30, being an increase of the taxable property of the State, in two years, of $32,000,000, or 30 per cent. in the two years. This brief reference to the relative financial prosperity of the State for a few of the past years, is well calculated to lend encouragement to our citizens, that the time is not far distant, when they will be relieved of the burden of our public debt, which the blind extravagance of former years entailed upon us.

The Bank Department at Albany gives notice that the notes of the following individual Banks must be presented for redemption on or before the time now stated: Sullivan County Bank, Monticello, Aug. 17, 1854; Courtland County Bank, Ashford, Dec. 1, 1853; Warren County Bank, Johnsburg, Nov. 4, 1853. The finances of the State of Kentucky, according to the Auditor's Report, are in a flourishing condition. The annual revenue for the year ending 10th October, 1852, was $783,885, and the expenditure $724,695. Balance in the Treasury $59,180. The State Sinking Fund has also received $440,813 from taxes and dividends.

We annex the Usury Bill introduced into our Legislature by Mr. Gale:

AN ACT
TO PROHIBIT PERSONS PLEADING USURY IN CERTAIN CASES.

The People of the State of New-York, represented in Senate and Assembly, do enact as follows:

SECTION 1. No grant, transfer, bond, note, bill of exchange, contract or agreement, or loan, or forbearance of any money, goods, or things in action, shall be void, by reason of any paying or receiving, or agreement to pay or allow such rate of interest as the parties may agree upon; provided, the time to run of such grant, transfer, bond, note, bill of exchange, contract, agreement, or loan or forbearance of any money, goods, or things in action, shall not exceed twelve months. And also provided, that nothing in this act shall be so construed as to authorize any bank, or any other corporation to make any loan, or grant any discount, at the rate of more than seven per cent. per annum; nor shall it be lawful to take more than that rate of interest on loans upon mortgage of real estate. But such bank or corporation, or loan upon mortgage of real estate, shall be subject to the laws in force at, and immediately before, the passage of this act.

SEC. 2. In all cases where the rate of interest is not specified, seven per cent. interest per annum, and at that rate only shall be charged, paid or received.

SEC. 3. No greater rate of interest than seven per cent. per annum shall be charged on any judgment after the date of the rendition thereof, entered in any of the courts of this State, although such judgment may be founded upon a writing stipulating a higher rate of interest.

SEC. 4. So much of title third, chapter fourth, and part second of the revised statutes, and so much of the laws of eighteen hundred and thirty-seven, chapter four hundred and thirty, as are inconsistent with the provisions of this act, are hereby repealed.

SEC. 5. This act shall take effect immediately.

At Boston, money easy at 6 ⅌ cent. The Stock market is active and firm. Manufacturing Stocks continue to advance.

The annual abstract of the returns from the banks and saving institutions of Massachusetts, made up to September, 1852, contains the following particulars:

The whole number of banks in the State is 137, of which 32 are located in Boston. The total amount of the circulation of the Boston banks is $8,304,291 00; do. circulation and deposits, $18,567,678 35; do. specie on hand, $2,784,792 08; proportion of circulation to specie is $2,981 of circulation to 1 of specie; proportion of circulation and deposits to specie is $6,678 to 1. The total amount of the circulation of the country banks is $12,867,778 75; do. circulation and deposits, $17,541,895 42; do. specie on hand, $778,990 44; proportion of circulation to specie is $16,518 of circulation to 1 of specie; proportion of circulation and deposits to specie is $22,647 to 1.

Hence, the total circulation is $21,172,369 75; do. circulation and deposits, $36,109,573 97; do. specie on hand, $3,563,782 46; proportion of circulation to specie, $5,940 to 1; do. of circulation and deposits to specie, $10,168 to 1. The average per cent. of circulation to specie in the city banks is $6,866 to 1; do. country banks, is $19,435 to 1; do. all the banks, $16,499 to 1.

The whole number of savings' institutions in the State is 55, of which 3 are located in Boston. The number of depositors in these institutions are 97,353; amount of deposits, $18,401,307 86, which is invested in public funds, bank and railroad stock, real estate, loans to counties, towns, and individuals, &c., with the exception of $788,058 65 in cash on hand. The rate of dividend for the last year has been a fraction over 4.63 per cent., and the amount, $1,033,236 95. The average annual per cent. of dividends of the last five years has been a fraction over 5.49. The annual expenses of these institutions have been $49,380 02.

A decision has recently been made in the High Court of Errors and Appeals of Mississippi, which sets at rest the question of the legality of the Planters' Bank Bonds. The Natchez Courier remarks: That the judgment of the High Court is, we understand, final, and the Auditor is obliged, on presentation of a certified copy of it and the bonds, to issue his warrants for the coupons amount of interest due March 1, 1841. These coupons amount to $45,000. The State is now using this sinking fund to pay its governmental expenses. The principle of this decision, we should suppose, will also compel the payment of the September 1841 coupons, after those of March are paid.

The decision has its greatest interest in the fact, that it settles, by a solemn decision of our highest court, the legality and constitutionality of these bonds. Had they not been constitutionally issued, and legally binding on the State, the High Court would have dismissed the application.

The first half million of these bonds have no coupons attached. The decision, therefore, only applies to the interest on the last million and a half.

At Philadelphia, during the week, Money has been in active demand at advanced rates. Very little first class short paper goes below 7@7½ ⅌ cent. Second class and inferior grades range from 7 to 12.

Gov. Lowe, of Maryland, in his Annual Message to the Legislature, gives the following exhibit of the finances of that State:

"The whole amount in the Treasury, during the last fiscal year, (exclusive of the sum of $199,442 62, received for and credited to the use of the several funds,) was $1,330,911; the expenditures were $1,360,458 72, and the balance in the Treasury, at the close of the year, was $170,432 28. During the same period $30,009 of the matured public debt were paid; and $343,668 42 were applied, in pursuance of the provisions of the General Appropriation Act of the last session, to the amortisation of the Sinking Fund. If, therefore, you take the last two sums from the account of expenditures, and add them to the balance in the Treasury above shown, you will find that the actual surplus revenues of the year amounted to the sum of $543,540 70, after disbursing the sum of $677,456 30 in payment of the current interest on the public debt, and the further sum of $300,914 for all other purposes.

"From the exhibits of previous years, given in my last Annual Message, and those of the last year, above stated, I think that it would be safe, upon the basis of the Direct Tax, as it now stands, the existing Indirect Revenue Laws, and the average of receipts from the Internal Improvement Companies, to estimate the permanent annual revenue of the State, hereafter, at no less than $1,200,000. There is due from Collectors of the Direct Tax, as of Dec. 1, 1852, the aggregate amount of $67,131 42, of which the sum of $367,455 37 accrued in years anterior to 1852. The arrearages of the Direct Tax are not to be overlooked in a general estimate of the future resources of the State. It may be well, also, in this connection, to remind you that, after the January session, 1854, the Biennial System will commence, which will save to the treasury, in every two years thereafter, not less than $60,000, on account of expenses of the General Assembly, besides the incidental expenditures which usually attend the legislation of each session. On the 1st of December, 1851, the Sinking Fund amounted to $2,233,796 67. On the 1st of December last it amounted to $2,708,075 41 as a matter of account. From which it will be seen that the Sinking Fund was increased, in the last year, by the sum of $474,278 74, of which $131,190 32 accrued from its own interest. An additional sum of $42,227 44 will, however, be shortly paid to its use, upon account of redemption of stock called in, which will swell the aggregate to $2,750,302 85."

Markets—CAREFULLY REPORTED FOR THE TRIBUNE.

MONDAY, Jan. 10.

ASHES—The market is quiet. New bills are offered, and are selling at $4 62½ for Pots and $5 75 for Pearls.

COTTON has advanced ⅛c. to day, in consequence of the steamer's news, with sales of 800 bales.

FLOUR AND MEAL—Our market for the low grades of State and Western Flour is easier. The advices by the America at Halifax have disappointed speculative holders, and they have evinced a desire to realize. The demand for export is quite light, shippers waiting their letters. The home and eastern demand is limited. The better grades are firm with little arriving by railway. Canadian is lower and is quiet at $5 75@$5 81½ in bond. The sales of Western Canal are 5,000 bbls. at $5 50@$5 56½ for common to straight State, $5 62½@$5 75 for Mixed to Fancy Michigan and Indiana, and $5 68¾@$5 75 for common to good Ohio, the latter scarce. Southern is easier, but there are few sellers at our inside figures. Shippers are not in market. Sales of 500 bbls. at $5 62½@$5 75 for common to good brands of Baltimore, Alexandria and Georgetown, and $6@$7 for Fancy, and $7 75 for "Hazall." Rye Flour is lower: small sales at $4 37½@$4 50 for fine. Corn Meal is quiet; sales of 10 bbls. Jersey at $1 23. Buckwheat is in good demand at $2@$2 12½ ⅌ 100 lbs.

GRAIN—Holders of Wheat are firm; the demand is limited for export and for milling, at prices below the views of receivers. No sales transpired. Deposits is held at $1 30@$1 34; white Ohio at $1 30@$1 32; white Michigan at $1 29@$1 31, and Canadian at $1 25@$1 29. Rye is very quiet and is nominal at 90c. Barley is very quiet at 62@70c. Oats are plenty; the daily receipts are equal to the wants of the trade and the market is easier. Sales of State and Western at 50@51½c., and Jersey at 47@48½c. Corn is better and in good demand, in part for export. Good dry lots of white are wanted. The sales are 27,000 bush. at 57c. for heated; 60@70c. for white Southern, and 69½@70c. for Southern yellow; old is nominal.

WHISKY—The market is firmer, the demand good. Sales of 600 bbls. at 24c. for Jersey and 25½@25¾c. for Prison. Drudge is steady at 24c.; sales 50 hhds.

PROVISIONS.—There is little change to notice in the value of Pork. The demand is better for Calabria. Sales 400 bbls. at $18 37½@$19 for old Mess; $19 25@$19 37½ for new Mess; $16 50 for new Prime, and $16 for old Prime. Clear is in demand at $21@$21 50. Beef is very firm, and in fair demand. Sales of 250 bbls. at $9 50@$11 25 for country Mess; $13 25@$13 50 for repacked Chicago; and $5 50@$6 37½ for Prime. Prime Mess is held with more firmness, and is in better request, the news by the steamer being favorable. Beef Hams are firm.—Sales of 200 bbls. Western at $15@$15 50. Dressed Hogs are scarce and in demand at 7¼@8¼. Lard is very heavy. Sales of 150 bbls. at 11@11½. Butter is lower, and very plenty. Sales of Ohio at 14@18. Western dairies at 18c.@24c., and Orange County at 20c.@22c. Cheese is tractive and plenty at 8c.@8½c. Cut Meats are more plenty and rather easier. Sales of 240 pcs. Hams at 10½c.@11c., and Shoulders at 7½c.@8c.

SEEDS—There is a better demand for Clover for export, and the market is firm. Sales of 200 bus. good to prime free Pennsylvania at 10@10½c. Flaxseed is scarce, and is held higher. Sales of Northern at $1 50@$1 56 ⅌ bu. Timothy is dull and prices nominal.

WOOL is in good demand, but the light stock and limited assortment of Domestic Fleece checks transactions. 50,000 lbs sold since our last report at 42@50c.; 10,000 ⅌ country pulled at 38@43c., and 300 bales Mediterranean Wools on private terms.

New-York Cattle Market....Jan. 10.

Reported for The N. Y. Tribune.

For Beeves, at the Washington Drove-Yard, corner of 4th-av. and 44th-st., and at Chamberlain's Hudson River Bull's Head, foot of Robinson-st. For Cows and Calves, Sheep and Lambs, (and also for Beeves,) at Browning's, in 6th-st., near 3d-av., and also at Chamberlain's.

AT WASHINGTON DROVE-YARD—Offered, 2,100 Beeves, (1,000 Southern and Western, the remainder from this State.) Prices steady at from 6 to 9c. ⅌ lb. Market closed very dull, with about 300 left over.

AT BROWNING'S (LOWER BULL'S HEAD)—Offered, 4,000 Sheep and Lambs. All sold at from $2 50 to $4 50 to $5 for the former, and $1 50 to $3 50 for the latter. Cows and Calves—45 offered, and all sold at from $22 50 to $45.

AT CHAMBERLAIN'S (HUDSON RIVER BULL'S HEAD)—Offered, 600 Cattle. Sales at from 8½ to 8¾c. Extra 9c. 30 Cows and Calves offered, and all sold at prices ranging at from $25@$35 to $45, as in quality. 5,000 Sheep and Lambs offered. Sales of the former at $2@$3 50@$4 50@$6, and of the latter at $1 75@$2 50@$3 to $4.

The Latest Havre Markets.

[From a Private Correspondent.]

HAVRE, Thursday, Dec. 23, 1852.

Our COTTON market is dull and sales, are being made at 2c.@3c. below the current rates of last week. The sales yesterday were 600 bales.

The ship Hesper, from Charleston, with a full cargo of cotton, arrived last evening.

Receipts of Produce....JAN. 10.

By the New-York and Erie Railroad.—1,313 bbls. and 19 sacks Flour, 344 bbls. Beef, 191 do. Pork, 30 do. Lard, 4,819 sides and 32 rolls Leather, 22 bales Flax, 1,177 Sheep, 449 Cattle, 113 Hogs, 14 Calves, 3 bbls. Eggs, 5 do. Beans, 224 pkgs. Butter, 6 do. Poultry, 73 bales Hay, 100 bbls. Glue, 55 do. Ashes.

Ocean Steamers.

LIST OF STEAMERS FOR THE MONTH OF JANUARY.

James Adger	From N. York...Jan. 12	For Charleston.
Alps	From N. York...Jan. 12	For Liverpool.
Empire City	From N. York...Jan. 12	For Havana, &c.
Humboldt	From N. York...Jan. 15	For Havre, &c.
Glasgow	From N. York...Jan. 15	For Glasgow.
Florida	From N. York...Jan. 15	For Savannah.
Union	From N. York...Jan. 15	For Charleston.
America	From Boston...Jan. 19	For Liverpool.
Southerner	From N. York...Jan. 19	For Charleston.
Illinois	From N. York...Jan. 20	For Aspinwall.
Northern Light	From N. York...Jan. 20	For San Juan.
Pacific	From N. York...Jan. 22	For Liverpool.
Marion	From N. York...Jan. 22	For Charleston.
Alabama	From N. York...Jan. 22	For Savannah.
Black Warrior	From N. York...Jan. 25	For Havana, &c.
Uncle Sam	From N. York...Jan. 26	For Aspinwall.
Arabia	From N. York...Jan. 26	For Liverpool.
James Adger	From N. York...Jan. 26	For Charleston.
Florida	From N. York...Jan. 29	For Savannah.
Union	From N. York...Jan. 29	For Charleston.
Washington	From N. York...Jan. 29	For Brenen, &c.
Hermann	From N. York...Jan. —,	For Bremen, &c.

STEAMERS TO ARRIVE FROM EUROPE.

America	Sailed from Liverpool, for Boston, December 23
Baltic	Sailed from Liverpool for New-York, December 30.
Arabia	Sailed from Liverpool for New-York, January 1.
City Glasgow	Sailed from Liverpool for Philadelphia, January 5.
Hermann	Sailed from Southampton for New-York, January 5.
Niagara	Sailed from Liverpool for Boston, January 8.
Arctic	Sails from Liverpool for New-York, February 12.
Africa	Sails from Liverpool for New-York, January 15.
Canada	Sails from Liverpool for Boston, January 22.
Atlantic	Sails from Liverpool for New-York, January 26.
Andes	Sailed from Liverpool for New-York, December 29.
Asia	Sails from Liverpool for New-York, January 26.

HIGH WATER ALMANAC.....THIS DAY.

Sun-Rises	7 24	Sets	4 33	Moon-Sets	6 15
HIGH WATER.....THIS DAY.					
Sandy Hook	8 28m	Gov. Island	9 18m	Hell Gate	10 30m

MARINE JOURNAL.

PORT OF NEW-YORK.....Jan. 10.

Cleared.

Steamship Alabama, Ludlow, Savannah, S. L. Mitchell.
Ships—Memphis, Davis, New Orleans, Wm. Nelson; John Bunyan, Nichols, New-Orleans, R. P. Buck & Co.
Brigs—Augusta, Stone, Savannah, Sturges, Cleaveland & Co.; Wm. R. Dean, Fast, Barbadoes, J. J. Lowden; E. C. Holt, Dolver, Saona Grande, Mayhew, Talbot & Co.; Senator, (Fr.) Henlin, St. Domingo City, A. C. Kissmer & Co.; Clotilde, Walker, Charleston, Geo. Bulkley; Tornado, McCarty, Bermuda, Wm. M. Smith.
Schooners—Ann, Wagham, Petersburg; R. H. Huntley, Hammond, Baltimore, Moffet & Lord; Superb, Fargo, Providence, J. H. Devine; R. W. Brown, Hulse, Wilmington; Dolver & Potter; Magnolia, Davis, St. Jago, M. M. Freeman & Coy; Carolina, Morgan, Cienfuegos, W. Isaacs; Shriver, Caine, Baltimore, Wm. Thompson; S. H. Townsend, Rowland, Rasac, M. M. Freeman & Co.
Sloops—Maria Louisa, Bennett, Providence; Harvest, French, do.

Arrived.

U. S. Mail steamship Humboldt, Lines, Havre, Dec. 24, via Southampton, with mdse and passengers, to M. Livingston. Dec. 31, at 1 A. M., lat. 50 25, lon. 20, saw one of the Cunard steamers steering eastward. Jan. 9, at 9 A. M., lat. 40 40, lon. 70 30, exchanged signals with steamer Atlantic, from New-York for Liverpool.

Ship Hudson, White, New-Orleans, 20 days, with mdse, and 3 passengers, to Frost & Hicks. Experienced heavy north gales the whole passage. Yesterday morning, off Cape May, picked up a new pilot boat's yawl, belonging to the Jabez Williams.

Bark Montauk, Brown, Galveston, Dec. 19, with cotton, hides, &c., to J. R. Brower & Co. Sld. in co. with bark Trinity, for Boston.

Bark Jasper, Bennett, Charleston, 7 days, with cotton, &c., to Dunham & Dimon. Experienced very severe weather on the passage. On the 6th, lat. 36 30, lon. 75, encountered a severe N. W. gale, which blew for 14 hours with great violence; split foresail and sustained other damage. Same time, passed large quantities of lumber, supposed to be the dark load of some vessel; also the top mast and top gallant mast of a large vessel. Capt. B. reports seeing large quantities of wreck.

Brig L. W. Maxwell, (of Wells, Me.) Burt, Santa Cruz, Nov. 24, with wine, &c., to master. Experienced very severe weather on the passage.

Gallot Arendina Jacoba, (Dutch) Dejonge, Port Cabras, 41 days, with barilla and mdse, to W. W. De Forest & Co.

Schr. Atlanta, Weldon, St. Marks, 14 days, with cotton, to Brodie & Leiper.

Schr. A. Herton, Terry, Georgetown, 20 days, with naval stores, to Bateman & Ludlow. 1st inst., off Chincoteague Shoals, fell in with a schr. bottom upward; it being very dark at the time could not ascertain the name. 2d inst., in a heavy squall from S. E., carried away main boom, and mainsail, &c., which compelled her to put into Norfolk to repair damages. Saw a large number of wrecks during the passage.

Schr. Willett S. Rathbun, Wheeler, Norfolk, 4 days, with grain, to master.

Schr. Marietta Smith, Bedford, Virginia, 3 days, with oysters, bound to New Haven.

Schr. Diamond, Dawes, Virginia, 3 days, with oysters, bound to New Haven.

Schr. William Bacon, Smith, Philadelphia, 3 days, with coal.

Schr. Rebecca Gould, Myers, Milford, Del., 3 days, with corn and grain, to master.

Schr. Mary Powell, Badger, Wilmington, N. C., 6 days, with naval stores, to E. S. Powell. Jan. 3, off Chincoteague, experienced a severe gale from E. N. E. to N. N. W., broke main boom, tore gaff, split sails, and done considerable other damage. Same time, passed through large quantities of wreck. Jan. 1, Knot Hagers, a native of Ireland, was struck by the main boom and lived but 3 days, during which time he did not speak.

Schr. L. R. Wales, Little, Charleston, 7 days, with cotton, to N. L. McCready.

SAILED—Steamship Alabama, Ludlow, for Savannah; ship A. Chevalier, Chesebrough, for San Francisco.

BELOW—2 barks, brigs.

WIND—At sunset, calm.

By Telegraph.

BOSTON, Jan. 10—Arr. barks Ocean Wave, Cape Town, C. G. H., Nov. 25, with damage received in a gale on the 4th inst.; Samuel, S. Orleans; Osmond, Smyrna; brig Adah, Ann Cayes, a bkt. Barnet Neal, Jacmel; Montezuma, and Mathilda, Norfolk.

The bark Overland reports, 6th inst., on George's Bank, saw the stern of a vessel of about 100 tons, also large quantities of lumber.

A little vessels arrived here report severe gales, with damage.

Cld. ship Marathon, New Orleans; bark Jane, San Francisco; brig Montezuma, St. Domingo City.

Spoken, &c.

Dec. 24, lat. 41 12, lon. 40 18, ship Columbia, Bryer, from Liverpool for New-York.

Dec. 28, off Double Head Shot Keys, was signaled ship Lady Thompson.

Dec. 30, off Hole-in-the-Wall, ship Houghton, from New-York for Mobile.

Oct. 17, lat. 46 15 S., lon. 30 W., Br. brig Wm. Gladstone, Smith, 108 days from Moreton Bay for Lisbon, with loss of bulwarks, starboard cheeses, long boat badly stove, &c.

Nov. 6, lat. 25 40 N., lon. 30 10, Hamburg brig Wilhelmine, 62 days from Hamburg for Africa and Callao.

Nov. 22, lat. 7 N., lon. 30, bark F. A. Jenness, Horton, from Philadelphia (Oct. 1) for San Francisco.

Dec. 1, lat. 30 20, lon. 27 25, bark Osmanli, Graves, from Smyrna for Boston.

Jan. 4, no lat., &c., ship Tuscarora, from Philadelphia for Liverpool.

Dec. 27, lat. 34 40, lon. 73 10, bark Orleans, Richards, from New-York 2 days for New-Orleans.

Dec. 30, lat. Jago, Cuba, N. W. 18 miles, bark "Ward," from —— for Philadelphia.

Disasters, &c.

LOSS OF WHALE-SHIP BRAMIN, of N. B.—The whale-ship Bramin, Childs, of N. B., was 12½ months from home; left Hilo last March for the Arctic, and had taken oil to the amount of 1,500 bbls. up to Sept. 25. About that date, being in the Arctic Ocean, some 200 to 300 miles north of Behring's Straits, a storm set in from the northward, with thick weather, accompanied with snow, hail, and fog.—While lying in under easy sail, she was run into by the ship Adelaide of N. B., which carried away her forewaist and bowsprit, and knocked her foremast just above the deck, but did not carry it by the board. Her foot bower was also carried away by her deck upon the ship and she started a hole. The Adelaide was also considerably damaged, and one of her anchors broken, though not carried away. After the collision, the Adelaide immediately anchored, in this crippled condition, the Bramin endeavored for two days to keep off the land, hoping for a cessation of the gale; but this did not occur, and finding it impossible to keep her from sailing ashore, she came to with her remaining anchor, to near the Adelaide as she could get, hoping to ride it out by sending down her yards, spars, &c. Immediately on coming to an anchor, all possible speed was made in relieving the ship of her spars, &c., but she only held on about an hour, when her cable parted, and all hope of preserving her was lost. The boats were then lowered, and the officers and crew all embarked for the Adelaide, which was still at anchor about two miles off, and which ship they safely reached without losing a man. The Bramin soon drifted into the breakers, and when last seen her forecastle and quarterdeck were gone. The weather was so thick that her exact fate was not known. About two hours after the crew of the Bramin had gotten on board the Adelaide, she got off both cables, and for two days it required the utmost exertion to keep her from the land, when they finally succeeded in doing so, by having a favorable change of wind. After getting out of the Straits, the Adelaide pursued her course for Honolulu, and when within about ten days sail of the islands, Mr. Sowden left her for the Hokowah, in which ship he arrived on the 10th inst., and in advance of the Adelaide, which was still in a crippled condition. The Bramin was owned by Gideon Allen, Esq., of New-Bedford. The ship and cargo were worth probably $80,000. The Adelaide arrived at H. Nov. 14. The ships Tuscany and Adelaide were both saved in the same gale only by the most untiring efforts of officers and crews; and the former vessel in fact was scuttled in the midst of the breakers on a rocky lee shore.

SHIP FRANKLIN, of San Francisco from New-York (Aug. 12, when ten days out, carried away fore and main yards; off Strait Magellan was 15 days beat to it in consequence of heavy gales from WNW Sept. 20, off River Plate, carried away main topsail yard, broke windlass and damaged rudder; off Cape Horn, Nov. 17, in long. 69 W. Dec. 6, lat. 30 S. long. 78 30 W. spoke Br. bark Claro, from San Francisco for Valparaiso, 4 days previous, and took four passengers out of her, who wished to return in consequence of sickness.

SCHR. VANDALIA, which was wrecked near San Francisco, was going to pieces at last accounts; her fore and mizen masts were gone, and the sea was washing over her decks. She had been sold for $7,000.

SHIP SEA WITCH, at San Francisco (Dec. 6) from New-York, met with fair weather during the passage, with the exception of ten days off Cape Horn. Crossed the Equator 10 days previous, in long. 112½ W.

SHIP SARAH, at San Francisco (Dec. 6) from New-York, encountered very severe weather off Cape Horn; crossed the Equator, Pacific side, Nov. 11, in long. 120 W.

BARK ANNETA, at New-Orleans from Newport, W., experienced severe weather on the British coast; lost sails, &c.

SHIP MARY, of San Francisco, has been sold at Sydney, NSW, for $7,000. Capt. Green has also been sold there.

BARK LUTHER BEVAN, at San Francisco 3d, from Santa Cruz, in consequence of the heavy N. E. gale and heavy sea, was compelled to put to sea from Santa Cruz on 27th Nov. with only a portion of her cargo on board. On the 30th again put in, but the weather being still too bad to admit of entering, squared away and returned to San Francisco.

THE DIRIGO encountered very heavy weather off Cape Horn, as shows from her decks washed, 3 days previous to her arrival at San Francisco, 2d inst., from New-York.

THE SHIP EDWIN, Thorndike, home at San Francisco Aug. 13, and which was dismasted and injured in other respects some months since, has been completely repaired at an expense of about $40,000.

SHIP PENNSYLVANIA, at San Francisco 8th ult., from Boston, reports having encountered severe weather off Cape Horn and the California coast, which much contracted her voyage. Crossed the Equator in 110.

SCHR. MARY BENNETT, Mills, from Georgetown, bound to New-York, put into Fort Monroe 7th inst., having experienced the gale which so severely tried the Adelaide. Lost bulwarks, stanchions, foot anchors and chains and sustained some slight damage to hull, sails, &c.

SCHR. FRANK, McMahn, from Norfolk for New-York, encountered the gale in Hampton Roads, lost boat, davits, &c., and put back.

BR. BARK YEMO, Pearce, at San Francisco (Dec. 5) from London via Talcahuana, during a thick fog let stock on Duxbury Reef, a heavy S. E. gale prevailing at the time. On throwing a portion of her cargo overboard she was enabled to get off, but perceive a serious leak, and her rudder, by which she was completely disabled. Both anchors were let go, and she rode in safety until the steamer Sea Bird took her in tow. Capt. P. had succeeded in making an exceedingly contrived a temporary rudder, and thought he would have succeeded in reaching port without assistance.

SCHR. SARAH, Tibbet, of San Francisco, is reported to have dragged her anchor and gone ashore at Big River. The bo