SECOND BOARD.

$2,000 Erie Conv. bds.	92 – 93½	100 Phenix Min. Co.	500 [illegible]
6,000 do.	71 – 103	100 Tremont & Maine Co.	75
1,000 Erie of Mich bds.	111⅞	100 do.	25⅞
93 Nassau Bk.	105	50 Penn's Coal Co.	115⅞
100 Gr. South. Lead Co.	130 8½	10 do.	115⅞
100 do.	130 8	50 Cumberland Coal Co.	66
300 Portsmouth D. Duck	7⅞	100 do.	500 / 66
100 do.	100 8	200 New Creek Coal Co.	4⅞
200 do.	100 8	10 South Avenue RR.	51½⅞
100 do.	100 8	350 Erie RR.	93⅞
200 New Jersey Zinc	13⅞	50 do.	93⅞
400 do.	500 13⅞	100 do.	93⅞
125 Brunsw. City Lead Co.	23	100 do.	93 93⅞
100 do.	100 23	50 do.	93 93⅞
50 do.	500 23	100 do.	500 93
100 do.	23⅞	8 Utica & Sch. RR. Scrip	145
50 do.	23	50 N. Y. & N. Haven RR.	115⅞
100 Nat. Transit Co.	615 23⅞		
100 do.	23 23⅞		

PHILADELPHIA SALES OF STOCKS—*Wednesday*, Jan. 26.—*First Board*—4 Penn. R.R., 47⅞; 8 Sch. Nav. Preferred, 26⅞; $500 City R.R. 6s, '54, 107⅞; 100 Norristown R.R., 65⅞; $5,000 Allegheny City 6s, '56, 94⅞; 4 Penn. Bk., 154; 5 do., 194⅞; 25 Sch. Nav., 21⅞; 4 Kens. & Mech. Bk., 11⅞; 25 Lehigh Nav., 73; 5 do., 72⅞; $7,000 Sch. Nav. 6s, '82, 81; $300 do., 81⅞; 50 Girard Bk., 14; $2,000 Tex. Rep. Notes, 55; 400 Long Island R.R., 10⅞; 400 do., 10⅞; 1,000 do., 10⅞; 100 Yorkshire R.R., 17⅞; $2,000 Wil. R.R. 6s, 97⅞; 150 Morris Canal, 21⅞; 1 Far. & Merch. Bk., 74⅞; 2 Germantown Turnpike, 36⅞.

Second Board—100 Yorkshire RR., 17⅞; 12 Penn. RR., 47⅞; 400 Long Island RR. 10⅞; 50 do., 10⅞; 100 N. A. Trust, 17⅞; 150 Norristown RR., 65⅞; $11,000 Chesap. & Del. Canal 6s, '95, 99⅞; $2 do., 148; 10 Girard Bank, 14; 2 Louisiana Bank, 111; 33 Penn. Bank, 194⅞; 50 Beaver Meadow RR., 23⅞; $10,000 Penn. 5s, '98; 50 Bost. Canal, 18.

WEDNESDAY, Jan. 26—P. M.

The Stock market was very active to-day, and nearly all the fancies were in demand at advancing quotations. There appears to be an increasing disposition outside the street to operate in the Stock market. At the Second Board the demand continued good, and the quotations generally were well sustained. Erie was buoyant, with sales 2,000 shares, closing at 92¾. The business of January compares very favorably with December. Harlem was more active, but without change of importance. The fare on this road to Albany is now $1. Hudson River is heavy. Long Island was rather firm at 38¾. The Coal Companies were active and firm, and are decided favorites with speculators. Land Companies are well sustained. Canton is dull, in consequence of the firmness of holders. Cary sold at 13¾. Portsmouth was active, 3,000 shares being sold, closing at 8. The development of this property by the completion of the Scioto and Hocking Valley and other Railroads, will, it is believed by its friends, add largely to its value, and on this idea some parties are operating in buying the Stock. Should one or more dépôts be established on this property, it would no doubt materially assist in building up a town on that side of the Scioto River. Brunswick City Land Company, a new Stock, was introduced to-day, and sold up to 23, closing at 22. About 12,000 shares were disposed of by the Company during the day, at 20. Jersey Zinc was firm, and sold at 13⅞. The election of Mr. C. E. Detmold to the Presidency will undoubtedly increase public confidence in the Stock. Nicaragua is still being steadily taken by the party operating for a rise. The market closed at 37⅞. Crystal Palace advanced to 160. Premium Railroad Stocks were quiet and unchanged. Bonds were in good demand at full prices. The sales were about $80,000, at about previous rates.

The Exchange market is firm at 9¼@9½ for Sterling for leading Bankers' signatures, the sales not being to any extent above 9¾; Francs, 515@512¼.

Ship-owners, in consequence of the scarcity of room, are advancing their views. To Liverpool, at the close, Flour was held at 3/6, Grain 11d., &c. Engagements, 2,000 bbls. Flour 3/@3/3; 20,000 or 30,000 bush. Grain 10@10½d.; Cotton, 3-16@¼d.; 1,000 boxes Cheese, 35/. The Collins steamer has 10,000 bush. Wheat at 10d. in shippers' bags, and Cheese and Provisions at 45/. The Andes took 8,000 bush. Corn at 11d. in shippers' bags. To London the market is dull. Beef, 200 or 300 tcs. 4/6, Cheese 40/, 100 tuns Black Tea 30/. To Glasgow, 500 bbls. Resin, 4/; 2,700 Flour, 3/@3/9, and 86 tcs. Beef, 5/. To Havre, Cotton, ⅛c. To Amsterdam, 150 bales Cotton, 1c.

The receipts at the Sub-Treasury are $67,515. Payments, $141,712. Balance, $3,306,622.

The steamer to-day took $150,000 in silver.

The Terra Haute and Richmond Railroad has declared a dividend of 4 ₱ cent. The Broadway Insurance Company 8 ₱ cent., payable on the 1st Feb.

The receipts of Cotton at all ports since 1st Sept., are:

	1853. (Bales.)	1852.
Receipts	1,707,867	1,255,895
Exports	906,402	639,475
Ship'nt fm south'n to north'n pts	331,917	367,167
Stock at all ports	606,234	480,234
Stock at New-York	38,933	80,420

About half the crop has now come forward, and there is some disposition evinced to hold back the remainder. The stock is small in this market though large in the south, especially at New-Orleans, and has increased 30 ₱ cent., notwithstanding an increase of exports full 30 ₱ cent. over the corresponding period of last year.

The Controller of this State, in answer to a resolution of the Assembly, has sent in a communication furnishing the following particulars relative to the debt of this State:

Increase of general fund debt fm. '35 to '52	$5,520,714 30
Total canal debt in 1835	6,348,056 19
In 1852	15,501,269 15
Besides this there are the canal certificates	1,500,000 00

Included in above increase of the General Fund Debt are the following:

New-York and Erie Railroad	$3,000,000 00
Canajoharie and Catskill	200,000 00
Ithaca and Owego	315,700 00

The total debt of the State is:

General Fund Debt	6,389,693 32
Canal Debt	15,501,269 16
Canal Revenue Certificates	1,500,000 00
Contingent Fund Debt	933,036 16
Total	$24,323,998 64

The Hudson and Berkshire Railroad Company have ceased to pay the interest on the $150,000 5⅞ ₱ Cent. Loan; and the New-York and Erie Railroad ceased to pay interest on its $3,000,000 Loan in 1842.

At a meeting of the Directors of the New-Jersey Zinc Company held to-day, at the Office of the Company, Mr. C. E. Detmold was elected President, Mr. Horatio Allen, of the firm of Stillman, Allen & Co., Vice-President, and Mr. A. P. Pillot, of the firm of Pillot & Le Barbier, to fill a vacancy in the Direction.

The property of the Brunswick Land Company, which stock was introduced at the Board to-day, we learn from the first annual report just published, consists of three thousand and fifty-seven city lots, including the old town of Brunswick, as laid out by Governor Oglethorpe—embracing an area of nearly three miles—directly upon the water-front. In addition to the city lots already surveyed and located, the Company own several tracts of land adjoining and in the immediate vicinity, comprising fourteen hundred and sixty-five acres. In the purchase of these lands, and in the improvements upon them, the sum of $600,000 has already been expended. A spacious hotel, with out-buildings, wharves, store-houses, dwelling-houses and land culverts, for the drainage of the city, have also been constructed. Two important works of internal communication were required, to give to Brunswick the full benefit of her natural position. The Altamaha River, next to the Mississippi, is the largest river of the South. It extends into the interior a distance of 1,000 miles, and has many small tributaries, navigable by small boats and rafts, emptying into it—watering, in their devious courses, the vast tracts of Georgia timber-land, the most extensive and the most valuable to be found on this continent. The southern branch of this river, which has the deepest water at a point twenty miles from its mouth, is distant less than twelve miles in a straight line northerly from Brunswick. The intervening neck of land is nearly level, and the soil easy of excavation. Under the authority of the State of Georgia, a canal is in process of construction, connecting this river with the port of Brunswick. The sum of $550,000 has been expended on the work, which is nearly completed. Of this sum, $50,000 was subscribed and paid by the State of Georgia. Its length will be twelve miles. A lock is being constructed at each end, to be supplied by tide-water. By the last report of the engineer, dated in December, it appears that there remained only 300,000 square yards of excavation to be made. The force employed amounts to 500 hands, exclusive of the force of whites. The work will be in full and successful operation during the month of March, at an additional outlay of only $40,000. By this channel the timber, cotton, rice, and other products of the vast region of country to which we have alluded, will find a cheap and easy access to the sea, through the port of Brunswick. Four steam-mills are in the course of erection there, and it is confidently believed that at least 500 vessels will be laden with lumber for the English and French markets, and for the Northern States, during the next season.

The other link of communication is the construction, by the Brunswick and Florida Railroad Company, of a line of road from Brunswick to the Gulf of Mexico, via Thomasville, in Georgia, and Tallahassee, to the port of St. Marks, in Florida—with a branch from the main line at Troupville, to Albany, on the Flint River. This road is now under contract, and in course of construction under the most experienced and energetic management. The Company propose to extend their road, at the earliest practicable moment, from Thomasville to Pensacola, in a direct line.

The report continues: Emigration is already tending toward Brunswick. Large quantities of land are being purchased on the waters of the Altamaha, and experienced lumbermen from Maine and North Carolina are engaged in the enterprise. Some of them are erecting saw mills at Brunswick, to go into operation immediately on the completion of the canal. The mills now under contract will, when completed, be capable of manufacturing, annually, fifty million feet of lumber, and their number will doubtless be increased indefinitely. This calculation does not include the trade in hewn timber, which may be computed at four times that of sawed lumber. Large tracts of pine timber have also been purchased on the Altamaha River, for the purpose of manufacturing turpentine. This will be another important item in the revenues of the canal, and in the aggregate amount of the business of Brunswick. Cotton houses and cotton presses will also be erected. Mercantile houses for lumber, agencies for the purchase of cotton, turpentine agencies, banking houses, and commercial enterprises of every description, will spring into existence on the opening of the port.

The company submit these facts to the proprietors and to the public with great confidence, and feel justified in expressing the strongest assurances of early and liberal remuneration on the capital invested.

WILLIAM CHAUNCEY, *President.*
THOMAS A. DEXTER, *Secretary.*
AMOS DAVIS, *Treasurer.*

The New-York correspondent of *The London Times* has a long letter upon the financial condition of the United States, in which he displays better information and more good sense than has heretofore characterized his communications.

Mr. Noah Lee has resigned the cashiership of the Albany Exchange Bank preparatory to assuming the Presidency of the new Bank of the Capitol, of that city. *The Albany Evening Journal* in noticing the change, says:

The financial career of Cashier Lee has been singularly successful. During the past ten years it has been his province to decide upon a large proportion of the paper offered to the bank for discount, between the sessions of the board, and the amount thus discounted has been nearly twenty millions of dollars, of which not a dollar has been lost, nor has the bank sustained a single loss by any mistake, inadvertance or negligence on his part since its organization in 1839.

The late rise in iron is stimulating the production and the opening of new beds of ore with which our country is so profusely supplied, and the opening of new railroads much facilitates these operations. The railroad now being constructed from Elmyra, in this State, to Williamsport, in Pennsylvania, passes through a mineral region that probably has advantages for the manufacture of iron not excelled by any other locality in the country. It is stated to possess an inexhaustible supply of Iron ore and Bituminous Coal, both of the most superior quality, lying in horizontal stratas above water level, and so situated that they can be mined for about 50 cents for the tun, and run on a descending train road directly from the mouth of the mines to the tunnel head of the Blast Furnace. Some 1,400 acres of these mineral lands have within the past week been purchased by a company of capitalists, who, with a capital of $1,000,000, completed the immediate erection of extensive iron works. Such localities require little or no protection, but they should have no influence on Congress, if they are to take any action in regard to a change of the duty on iron this session, for however extensive these works may become, they will be only supplying very small portions of the demand which is springing up for iron.

A company has been organized at Clyde, for the purpose of building a railroad from Lake Ontario, at Great Sodus Bay, to the Rochester and Syracuse Road, at Clyde. Hon. Leander S. Ketcham was appointed President, and Joseph A. Pain, Esq., Secretary.

The Free Banking Bill has passed the Florida Legislature.

The eighth annual report of the Directors of the Connecticut River Railroad has been published. It is for the eleven months ending Nov. 30, 1852. The total income has been $213,257 77, expenses $144,433 67, net income $68,764 10. Cost of road to November 30, $1,801,946 26, 289,797 passengers have been transported between all the stations. The floating debt of the company has been reduced $300,000 the past year, by a loan of 6 ₱ ct. for ten years, from the Western Railroad Co.'s sinking fund.

The terms of purchase of the Troy and Schenectady Railroad by the Hudson River Railroad are as follows: The whole amount is $200,000—$50,000 in cash, the other $150,000 to remain without interest for 5 years; then to draw interest at 6 ₱ ct., payable semi-annually, until 1867, when the principal is to be paid—the purchasing party to pay sooner if desired, on giving three months' notice.

The Cincinnati and Indianapolis Railway Company, as we learn from the Indianapolis Journal, has been organized, with two millions capital, for the construction of a road between Indianapolis and Cincinnati, by way of the towns of Rushville, Laurel, Metamora and Brookville. Length, 101 miles.

The Governor of Louisiana in his message says:

It is to be regretted, while we are surrounded with so many evidences of prosperity, our State Treasury is not in a like favorable condition. During the past year, the Treasurer has been unable to meet promptly many of the most common and pressing demands on his department. Many citizens have visited the seat of Government with demands against the State, and, after incurring considerable expense, have been compelled to return to their homes without having their claims adjusted and liquidated. Even the salaries of the public officers, upon which many of them are dependent for the support of their families, have not been paid till many months after they were due.

In relation to the banks of this State, the Governor remarks:

The quarterly report of the Board of Currency show that our Banks are in a most sound and safe condition. Indeed the great abundance of money in the country is evinced by the fact that the banks have a much larger amount of specie in their vaults than the whole circulation. No banks in the Union are in a more safe and reliable condition than those of Louisiana. According to the statement of the Board, made on the 30th of Dec., 1852, the amount of circulation of the banks was $4,500,946, while the specie in their vaults was $6,207,042.

The power conferred upon the Legislature by the new Constitution to increase the number of Banks, in the Governor's opinion, should be used with much circumspection. If it is deemed advisable to add to the present banking facilities of the State, the Governor is in favor of doing it by the enactment of a general law, with provisions for the most adequate protection of the circulating notes. The Governor is apparently opposed to that feature of the new Constitution which permits the State to pledge its credit in behalf of Internal Improvements within its boundaries.

The receipts of the Pennsylvania Railroad Company for the month of December, and for the year, compared with the corresponding month in 1851, and the year 1852, have been as follows:

Receipts for the month ending Dec. 3	1852. $198,612 16	
Same month, 1851	89,202 98	
Increase (122½ per cent.)	$109,349 18	
Receipts from Jan. 1, '52, to Dec. 31, '52	$1,899,672 54	
Receipts from Jan. 1, '51, to Dec. 31, '51	1,039,859 24	
Increase (near 82 per cent.)	$349,813 30	

Markets....CAREFULLY REPORTED FOR THE TRIBUNE.

WEDNESDAY, Jan. 26.

ASHES—The market is without change for Pearls, with sales at $5 75. Pots are firmer. Sales at $4 62½.

COTTON continues dull and heavy. 350 bales were sold at prices easier for the buyer.

FLOUR AND MEAL—Our market opened with increased heaviness, for the low grades of State and Western Flour, particularly for the latter, with more disposition to realize at the decline. The better brands are inactive and heavy. The demand for Export is mainly confined to the low grades of State; the home trade is not active. Canadian is very quiet, and quotations would be nominal in the absence of sales. Sales Western Canal 6,000 bbls. at $5 37½ State, $5 50@$5 68½. Michigan and Indiana, $5 56@$5 62 for common to good Ohio. Southern is easier, particularly the low grades. The better grades are firm and much wanted. With a small supply, the sales are 2,000 bbls. at $5 62½@$5 75, for common to good brands Baltimore, Alexandria, and Georgetown; $6@$7 25 for fancy brands. Rye Flour is firm and not plenty, at $4 50 for fine, and $4 62½ for superfine. Corn Meal is inactive at $3 62½ for Jersey. Buckwheat Flour is in request at $1 87½@$2 12½ per 100 lbs.

GRAIN—There is less inquiry for Wheat, and the market is unchanged. The announcement of the steamer Arctic below at the afternoon "Change" checked business as well as the absence of vessels. The only sale we have to notice is 6,000 bush. ordinary white Southern at $1 20, in store. Long Island is scarce and wanted. Rye is very quiet at 90@92c. Barley is firm but less active at 70@75c. Oats are very plenty and are dull and heavy at 30@31c. for State and Western, 45@47c. for Jersey, and 40@42c. for Southern. Corn is very plenty, (some 130,000 bush. afloat) and the demand is moderate, very little of it being for shipping, and the advance on freights adds to the depression. The demand is confined to the home trade mainly. The sales are 22,000 bush. at 62@62½c. for Unsound, 63@65c. for common to fair White Southern, 68@70c. for fair to good Southern Yellow. Old is nominal and handsome dry parcels of White Southern would command 71@72c. for export.

WHISKY—The market is easier and is unsettled, with more offering. Sales of 175 bbls. Prison at 25@25½c.—Drudge is firm at 24½c., time and interest.

PROVISIONS—Pork is easier and very dull—prices quite nominal. Sales of 350 bbls. at $13 62½ for old Mess; $19 for new do.; $16 for old Prime, and $16 25 for new do.; Clear is quiet at $20 50, and soft Prime $14 74. Beef is firm but dull. Sales of 240 bbls. at $9 50@$11 25 for country Mess; $13 25@$13 50 for repacked Chicago, and $14 25@$14 50 for extra do. Prime is quiet at $5 50@$7 25. Prime Mess is firm but inactive at $26 for Ohio, and $22 for Chicago. Beef Hams are inactive at $15@$15 50. Dressed Hogs are salable at 8@8½c. Cut Meats are steady but very quiet at 7½c. for Shoulders, and 10¼@11½c. for Hams. Lard is without change. Small sales of Western at 11@11½c., and City 11½@12c. Butter is steady at 17@21c. for Western Dairies, and 14@18c. for Ohio. Cheese is more salable at 8@9c.

OILS—Linseed has advanced. We hear of 100 tuns English sold to arrive half this month and half next at 72½c.

HEMP—The market is steady. 250 bales dew rotted American Seed at $145; 5 tuns clean Rape at $110, and 60 bales Jute at $102 50.

NAVAL STORES—The market is firm and active. 1,000 bbls. Rough Turpentine sold at $5; 3,000 bbls. Spirits Turpentine sold at 37@37c. cash and time; 2,000 bbls. Tar sold at $2 62½@2 12½, and 3,000 bbls. Resin at $3 75@$3 for White, and $1 60@$1 75 for common Wilmington. The market has an upward tendency.

IRON is dull. 106 tuns Scotch Pig sold at $33@$35 cash, and 100 tuns English Bar at $70, 6 months.

Markets....*Reported by Telegraph.*

CHARLESTON, Jan. 25—COTTON—Sales to-day 1,000 bales at 9@10c.

PHILADELPHIA MARKETS—*Wednesday*, Jan. 26.—BARK is firm at $25 per ton. The COTTON market is extremely quiet, and the sales limited. CLOVER SEED continues in active request, and 300 to 350 bush. sold at $4 25@$6 37½ per 64 lbs., which is a further advance. The FLOUR market is decidedly firmer. 1,500 bbls. good brands sold for export at $5 31½@$5 50, but most holders will not accept this price. The sales for city consumption are limited within the range of $5 37½@$5 50 for common and fancy brands, according to quality. RYE FLOUR and CORN MEAL are not inquired at, and no sales of either have come under our notice.

There is rather more inquiry for WHEAT, and about 4,000 bushels prime old Pennsylvania White, in store, sold at $1 25, and 1,000 bushels Southern Red, for starch making, at $1 20 ₱ bushel, and some of good quality at $1 10@$1 17. The market is here of RYE. It is worth 86c. 1,200 bushels Southern Yellow CORN sold at 65c. There is but little arriving. In OATS no change. WHISKY—Sales of bbls. at 25½@26c., which is an advance, and hhds. at 24c.

Receipts of Produce.... Jan. 26.

By New-York and Erie Railroad—1,274 bbls. and 200 sacks Flour, 75 sacks Wheat, 600 do. Oats, 66 do. Barley, 28 casks Oil Cake, 100 do. Whisky, 373 pkgs. Lard, 48 tcs. Beef, 120 do. Pork, 42 casks Hams and Shoulders, 1,250 Hogs, 530 Sides, 16 rolls Leather, 668 pkgs. 178 bdls. Hay, 1 Horse, 11 Calves, 3 Sheep, 11 head Cattle, 502 bbls. Apples, 18 pkgs. Beans, 17 casks Ashes, 51 pkgs. Tobacco, 312 do. Twine, 15 do. Eggs, 50 boxes Starch.

By New-York and New-Haven Railroad—735 pkgs. Cheese, 41 do. Butter, 32 rolls Leather, 4 bales Skins, 622 pkgs. Paper, 496 boxes Clocks, 116 do. Boots and Shoes, 55 dressed Hogs, 4 Calves, 120 bdls. Twine, and 220 pkgs. miscellaneous merchandise.

Ocean Steamers.

LIST OF STEAMERS FOR THE MONTH OF JANUARY.

Cherokee	From N. York...Jan. 27...For Havana, &c.
Florida	From N. York...Jan. 29...For Savannah.
Union	From N. York...Jan. 29...For Charleston
Washington	From N. York...Jan. 29...For Bremen, &c.

STEAMERS TO ARRIVE FROM EUROPE.

Alps	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 28.
Asia	Sails from Liverpool for New York, January 29.

Passengers Sailed.

In steamship Arabia, for Liverpool—Mr. Spurr and lady, St. Johns, N. B.; Mr. Schooler, do.; Mr. Russell and two ladies, Mr. A. Beach and lady, Miss Flora, Mr. T. M. Schmap, lady and infant, Messrs. Gorinson, Vanstart, D. Gilmour, Jas. Hamilton, Quebec; R. W. Harris, Messrs. Boudreau, Hiebl, F. R. Boehner, Jos. Bandry, W. Carrere, M. H. Cohen, Mr. Dompster, Montreal; N. Rogers, Jr., Baltimore; Messrs. F. Fassi, Chas. Sewell, L. Robinson, Louisville; G. F. T. Reid, Paris; Mr. Rhett, Charleston; Messrs. Wendell and Hesshiton, Montreal; F. Barreda, Baltimore; Capt. S. W. Mathers, F. Fratt, Boston; W. H. Merrill, Messrs. Dougall, Vandenhoff and H. Brodmer, Montreal; G. D. Street, St. Andrews, N. B.; Mr. Robertson, Toronto; J. D. Forbes, London; Capt. J. J. Robinson, Mr. Cowell, Esq.; Mr. Mayer, Montreal; F. Fisher, Paris; L. Deanes, Cincinnati; Mr. Sedley, Esq.; W. C. Moore, Scotland; H. Ladye, Boston; W. Duncan, L. Pelletier, Mr. G. Keene, Philadelphia; R. Benner, Hamilton; C. W. Mr. Turner, J. A. Welsh, Scotland; R. Hutchinson, London; Messrs. Nichols and Hunter, Montreal; Mr. Schoelkoff, Buffalo; J. H. McNally, Chas. Stuart, Ireland; Robert Neil, Quebec; A. W. Hill, Boston. Total, 68. Specie, $110,000.

MINUTES ALMANAC.			THIS DAY.
Sun—Rises	7 14	Sets	5 13
Moon—Sets	7 56a		
HIGH WATER.			THIS DAY.
Sandy Hook	8 54a	Gov. Island	9 44m
Hell Gate	11 24a		

MARINE JOURNAL.

PORT OF NEW-YORK....Jan. 26.

Cleared.

Steamship—James Adger, Dickinson, Charleston, Spofford, Tileston & Co.

Ships—Oriental, Fletcher, San Francisco, A. A. Low & Co.; Empire State, Russell, Liverpool, D. & A. Kinsland & Sutton.

Barks—Gen. Brazo, Hallett, New Orleans, Eagle & Hazard; Elise, (Ham.) Jeuter, Liverpool, W. Von Sehl; Childe Harold, Olmstead, Havana, Peter V. King & Co.

Brigs—Empire, Newman, Galveston, Hussey & Murray; Belle, (Br.) Brockman, Belfast, J. S. Winslow.

Schooners—Pochahontas, Bulkley, Charleston, Geo. Bulkley; Moses Taylor, Rogers, City Point, N. J. McCready & Co.; Ellen Louisa, Thompson, New Haven, master; Dominick Poole, Norfolk, master; Fair, Gillett, Baltimore, Sailer & Lord; E. Bray, Bray, Savannah, H. H. Talman; Frank, McMath, Norfolk, Sturges, Clearman & Co.; France Satterlee, Davis, Savannah, N. L. McCready & Co.; Independence, Holden, Tampico, Nesmith & Sons.

Arrived.

U. S. Mail steamship Arctic, Comstock, from Liverpool Jan. 12, with mdse. and passengers to E. K. Collins & Co. Has had heavy westerly gales during the passage. Coming out of Liverpool passed a large ship with Grinnell & Minturn's signals, bound in. Jan. 19, at 10 A. M., lat. 46 40, lon. 38, exchanged signals with ship Kalamazoo, bound east. Edmund Pickwance, seaman, died on the 18th inst.

Bark Theorena, Borland, New-Orleans Dec. 3, with mdse. and passenger to Crosby, Crocker & Bassett. Experienced very severe weather on the coast.

Bark Nathaniel Hooper, Haines, 25 ds. fm. New-Orleans, with mdse. to Eagle & Hazard. Experienced very severe weather on the coast—sustained no material damage.

Brig Miranda, Keller, 8 ds. fm. Darien, with lumber to S. H. Rokenbaugh.

Brig Orlando, Hall, 10 ds. fm. Saltilla River, with lumber to S. H. Rokenbaugh.

Schr. John J. Bailey, Phillips, 2 ds. fm. Virginia, with oysters.

Schr. E. H. Nash, White, 23 ds. fm. St. Augustine, Fla., with live oak to master.

Schr. R. H. Huntley, Hammond, 3 ds. fm. Baltimore, with flour to Mailler & L. L.

Schr. Marcena Monson, Brewster, 3 ds. fm. Baltimore, with flour to Mailler & Lord.

Schr. Mary H. Mifflin, Collins, 3 ds. fm. Dover, Del., with corn and meal to B. N. Fox & Co.

Schr. Chas. Atkinson, Adkins, 3 ds. fm. Milford, Del., with corn to B. N. Fox & Co.

Schr. William M. Baird, 3 ds. fm. Boston bnd. to Philadelphia.

Schr. Champion, South, 2 ds. fm. Dover, Del., with corn and meal to B. N. Fox & Co.

Schr. A. B. Wetmore, Dearborn, 4 ds. fm. Richmond, with flour to Charles H. Guion.

Schr. Hampton, Gerklings, 2 ds. fm. Fredericksburg, with corn and meal to master.

Schr. James T. Boyd, Hope, 4 ds. fm. Alexandria, corn to master.

Schr. Gold Hunter, ——, Gloucester, fish to master.

Schr. Francis Deane, 3 ds. fm. Virginia, oysters, bound to Boston.

SAILED—Steamship Arabia, Judkins, for Liverpool; Ship Oriental, Palmer, for San Francisco.

BLOW—Bark Ann, (Br.) ——, 65 ds. fm. Liverpool, with mdse. and passengers.

WIND—During the day, WNW and fresh.

PILOT BOAT CONNECTICUT.—We have no tidings of the safety of this vessel to communicate. She was seen on the 12th inst. off Egg Harbor, and was in company with the pilot-boat Nettle, No. 2, at that time and place, with the wind from ENE and blowing a gale. She hove to while in sight of the N., which is the last account we have of her. The Pilots on board were M. Knight Smith, of Brooklyn; Matthew Betts, of do.; Thomas Scott, of this City, and Nelson Cole, and are known to be among the most skillful of our Pilots. Thomas Smith, an apprentice, (son of the Pilot of that name on board,) and Roger Clark, of New London, boat keeper, cook and three men, were the parties on board. Three of the Pilots and the boat keeper have families.

SPECIE MISSING.—The schooner smack Thomas Wilson, of New-London, Capt. Thomas Beebee, who left this city on the 9th on a cruise for fish, was last seen off Egg Harbor on the 12th, at which time she was in company with the smack T. L. Holstream, and both bound to this port. The T. L. H. has arrived, but not the T. Wilson, and from the great length of time she has been out, it is supposed some disaster has happened to her, or she may have proceeded on to the eastward as far as Nantucket, which is considered not very probable. She is owned by N. Rogers & Co. of Fulton Market and others.

DISASTER.—The South Ferry boat Bedford, plying between New-York and Atlantic st., Brooklyn, while crossing the river this morning broke her rudder and was compelled to lay up for repairs.

Brig Elisa Waite, Hutchinson, hence for Neuvitas, returned to Port this afternoon, having lost her jib boom in boating out.

(PER BAXTER.)

Arr. at Liverpool Jan. 11, ship Osborne, Norvel, New-Orleans; Sultana, ——, St. John, N. B.

Sailed from do. Jan. 10, ships John Hamilton, for Bombay—Hartley, Morrill, Tilomhill, Bogart; Hibernia, Mabony; Thomas, Brewster; for New-Orleans—Knickbocker, Hadley, and Lee; Woodbury, Grace, for New-York—Alfred, Turner, for Savannah—Chaos, Howe, for Boston—Abeona, Davies, for Africa—Lotus, Ritchie, for Havana.

From Lloyd's List, Jan. 11.

Gravesend—8th, arr. Rule Mexico, Cuba; 10th, Eclipse, Hamilton, Shanghai; Devonshire, Lord, New York; Jessie Angus, Dolmpine, Cuba; Jessie Augustine, Levesy, do.

Deal—10th, arr. from the River, Rosen, Drysdale, for N. Orleans; Victory, Redland, Savannah; William Stetson, Creighton, Boston.

Portsmouth—10th, arr. Hendrik Hudson, Warner, London for New York.

Southampton—10th, sld. Hermann (s.), Higgins, New York, after repairing.

Jersey—9th, arr. Amelia, Craig, Shippegan.

Liverpool—8th, arr. Elvira Owen, Owen, New Orleans; 10th, Sir R. Peel, Wentbolts, do; Provincialist, Shields, Philadelphia; sld. Ashland, Stone, New Orleans; Carthagena, Jones, Charleston.

Clyde—8th, arr. Manatha, ——, Liverpool for New York, with loss of sails, &c.; 10th, sld. Argyle, Burton, Savannah.

Lockenbieh—7th, arr. Dromedair, Fyne, New York for Sligo.

Shields—8th, sld. Mentor, ——, New York.

Akra—Nov. 1, arr. Oregon, ——, Iquique.

Falmouth, Jan. 9—A vessel, whose name, bottom up, with a large boat, floating by it, apparently not long in the water, was passed between Cape St. Vincent and Lagos, six miles from shore, by tug Caroline, Culberg, arr. here.

Rode, Jan. 9—Astern, with some fragments of a boat, were washed on shore near here 6th, with name "Jane, of Plymouth, John Evans, master."

Liverpool, Jan. 9—The Africa (s.), Harrison, which left New York 29th Dec. and arrived here to-day, experienced moderate and fine weather the whole passage.

Antwerp, Jan. 8—Arr. Papillon, fruit and royal mast, in one, and a topgallant yard, with part of the sail and rear attached, came on shore to the north of this harbor this morning. In the corner of the sails the maker's name, thus: "R. & T. B——n, Sailmakers, Middlebro';" supposed to be R. & T. Brown, a hole being chafed where the two letters should be. From the size and appearance of the wreck, they seem to have formed part of a ship about 200 tons.

Westport, Jan. 6—A boat, in rather a mutilated state, came on shore 1st inst. at Dunegn, south side of Achil Head, having on the inside part of the stern, in gilt letters, "British Rover, Capt. Robt. Peery."

From Lloyd's List, Jan. 10.

Gravesend—Arr. 8th, John Bertram, Leadbeter, Shanghai. Sld. 9th, Wm. Stetson, Creighton, New Orleans.

Ramsgate—Arr. 9th, Articles, Low, fm. London for New York—with rudder damaged.

Deal—Arr. 9th, Corsair, Mundle, New Orleans. Sld. 9th, Challenge, Pitts, Hong Kong.

Portsmouth—Arr. 8th, Wurtemberg, Ford, Havre.

Liverpool—Arr. 7th, Hope, Smith, New Orleans. Sld. 27th, Nov.—on 29th Dec. encountered a heavy gale from W. S. W., lost hale ship, &c., and on the 30th another heavy gale from W. S. W., when thinks the vessel had been making a little water; 8th, John Fielden, Strong, Calcutta; Southern, Smith, New Orleans; Mayflower, Crocker, New Orleans; Anna Rich, Barwell, New Orleans; Col. Cutts, Shaw, Holmes; Shenandoah, Taylor, Philadelphia; Constellation, Allen, New York; do., Clarence Cutler, Knapp, New Orleans; Mary Ward, Moody, New Orleans; Lady Sale, Mackey, New Orleans; Avondale, Armstrong, New Orleans; Athens, Wyman, Charleston; Africa (s.) New York. Sld. 9th, Philadelphia, Wilson, New Orleans; Hope Goodwin, Farrow, Philadelphia; New York, Hutchinson, New York; Kenilworth Bell, do; Mercury, Cropper, Montevideo; De Cuyper, do; Constantine, Dupree, do.; Lovett, Storer, Genoa, do., 9th, City of Glasgow, (s.) Philadelphia. Put back, 9th, Emperor, ——, Baltimore; Milan, ——, New York, with loss of rudder, &c., and with starboard bow and top gallant forecastle stove, having been in contact with the Sankeno, Scale, from New Orleans, on the morning of the 8th; the latter not much injured. 9th, Shannon, Thompson, N. York, with loss of water, bore up from lon. 9, previous to which, was driven back within Tuskar four times.

Clyde—23d, 5th, Oxford, Hunter, Savannah; 6th, Wallace, Marion, New Orleans.

Waterford—Arr. 6th, Eleanor, Kane, London, for Savannah—with heavy spars, having borne up from lon. 14. W.

Queenstown—Arr. 8th, Wm. Patten, Minott, Liverpool, for Boston—leaky, and with loss of sails, &c.

Belfast—Sld. 8th, Edwin, Wilson, New York.

Bremerhaven—Arr. 5th, Wyland, Henke, New York.

Texel—Arr. 7th, Fosca Helena, Pastenay, New York.

Bordeaux—Arr. 6th, Cuba, Sawyer, Charleston; Jamari, Ney, New Orleans.

Barcelona—Arr. 16th, Amelia, Neto, New Orleans; 19th, Nolna, Martinez; do.; 20th, Francis de Tarragona, Carbo, New Orleans; 20th, Bella Clotilde, Larchaga, New Orleans; 20th, Matilda, Rabana, Charleston.

16th—The John Fielden, Strong, which arrived here to-day from Calcutta, experienced strong N. W. and W. winds on the 10th, in lat. 30, shipping great quantities of water; on the 7th, in lat. 39, off Flores, encountered another heavy gale from N. W. E., which continued the following day; on the 20th, strong gales and heavy squalls; on the 1st Jan., in lat. 47, strong gales, with deck completely under water; and on the 6th and 7th, off the south coast of Ireland, experienced strong gales, with a heavy sea.

Liverpool, Jan. 10—The Vanguard, (new ship) sailed from St. John, N. B. for this port, was abandoned, waterlogged, 20th Dec. in lat. 40, N. lon. 34, W., having sprung a leak on the 16th; crew saved.

Stromstadt, Dec. 29—It has blown a gale at S. W. for some days past. A quantity of wreckage, tar barrels, &c. were seen strewed along the Coast. N. of Stotefiord, by the Master of a vessel, arrived here.

From Lloyd's List, Jan. 4.

Torbay—Put back Jan. 3, Abeona, Smith, St. Michael's.

Penarth Roads—No date, arr. Josephine, ——, Bristol for New-York; Eliza Jane, ——, Gloucester for New-Orleans.

Hollyhead—Arr. Jan. 6, Athens,