according to quality. The contraction of call loans continues, and the banks must be nearly, if not quite, down to a safe position.

After the adjournment of the Boards, the following sales of Stocks were made at auction by Mr. B. Draper:

$25,000 Northern Indiana R. R. 7s, 1862	91 1/8@ 92
20,000 Stock Mich. South. and Nor. Ind. R.R.	129
10,000 Dauphin and Susquehanna Bonds	86
5,000 Ohio Land and Marble Co. 7s	78
47,000 Pacific Mail Steamship Stock	104 1/4
110 shares of Suffolk Bank	94
50 shares of Metropolitan Bank	105 1/2
100 shares of Knickerbocker Bank	100
18 shares of Eagle Fire Ins.	121
25 shares of Knickerbocker Ins.	131
20 shares of Manhattan Ins.	136
10 shares of Pacific Ins.	104 1/4
5 shares of Empire Fire Ins.	91
24 shares of Housatonic R. R. Pref. Stock	31

The difficulty in the Hanover Bank appears to have been simply the result of over trading. A want of prudence in the extent but not the quality of loans, brought them largely in debt to the City Banks, and they were unable to respond to specie drafts for balances. An examination of the accounts of the Bank show it to be in a perfectly sound position, as far as the public are concerned, as will be seen by the annexed abstract.

IMMEDIATE LIABILITIES.

To Depositors		$1,080,000
To balance between amount due to distant Banks and amounts due from them	30,000	
To Notes in circulation	153,000	
Due City Banks	290,000	—$1,553,000
MEANS.		
Cash in hand	$231,000	
Cash received from City Banks (paper rediscounted)	430,000	
Stocks U. States in hands of Controller, $192,000 value	212,000	
Real Estate, cost $62,000, on which is bond and mortgage, $20,000	62,000	—$935,000
Deficit		$618,000
To meet which, the Bank held good Bills Receivable and Loans of		$1,638,000
Leaving the capital of $1,000,000, worth		$1,020,000

Of the Bills Receivable and Loans, $400,000 is due in this month, and $200,000 is on short call.

The Bills Receivable have been examined by good judges of paper and pronounced safe. The Real Estate is estimated to be worth $15,000 more than it is set down at. The results of undue expansion in the case of this Bank, will, we trust, exercise a salutary influence upon the other Banks, and check the growing disposition to expand loans to a dangerous extent.

The receipts of the Norwich and Worcester Road for February were $19,683 33
February, 1852 18,636 39
Increase $1,046 94

There appears to be more in the telegraph dispatch received at Liverpool from London on the day of the sailing of the steamer than we supposed. A letter from Messrs. Brown, Shipley & Co. states that such a dispatch has been received; that the Bank has issued the usual notice that loans on stock and other sufficient securities will be made at 2 ℘ cent. No change in the discount rates is made. It would appear from this course, and from the reduction of the rate in Exchequer bills, that neither the Bank nor Government look for any continued or serious stringency in money, but that the action of the Bank was adopted to check speculation.

At a meeting of the members of the Flour and Grain Exchange, held this morning, the following gentlemen were elected members of the Flour Arbitration Committee: S. Valentine, J. B. Herrick, F. P. Sage, J. R. Wright and P. H. Holt. And of the Grain Arbitration Committee: Joseph Ketchum, Jr., John J. J. Kingsford, Amos Howes, William H. Powell and Edward Bill.

We publish, in another column, a statement of the affairs of the Mutual Life Insurance Company of this City, for the five years ending on the 31st of January last. The cash received for premiums during that time was $2,181,713 46, making with the assets previously on hand, interest, &c., a sum of $3,124,610 99. The disbursements, including $759,190, losses by death, were $1,063,951 69, leaving $2,060,649 30 as the net profits of the business. From this a dividend of $576,353 45 has been declared, for particulars of which see advertisement.

The Dry Goods trade is active, but with greater steadiness. Buoyancy in price is rather abating, though holders of goods are firm. The greatest period of activity has not yet arrived, nor will do so till the river navigation is open. The railroads, however, have materially hastened the opening of business. There has been a considerable export demand for brown Sheetings and Shirtings; and the home demand is also good. Prices are steady with a light stock. Bleached goods are also in brisk demand at regular prices. Drills have been shipped very freely; browns, &c.; bleached, 8¼c., and blues, 8¼@9¼c., are all brisk of sale. Osnaburgs are in request and the limited supply occasions sales to be made for future arrival, at full prices. Denims are firm at 9¼@10½c. Stripes and Ticks are active at regular prices, with light stocks. Printing Cloths have been more active and prices are very firm at 4½@6½c. No symptoms of any decline exist. Prints are more easy in price, holders being very desirous to realize; favorite styles, however, bring full prices quickly. Lawns are in better supply and sell well. Ginghams are firm at 11c. for all kinds. The stock is light. Delaines are in good supply with a steady demand. Prices are not buoyant. Cloths are firm because in deficient supply. Some portion of the limited stock is held at a further advance. Prices range from $1 70@$2. Cassimeres are very active; fancy styles move very quickly, leaving no stock. Prices are very regular for both plain and fancy and blacks. Satinets are more active at full prices. Linseys are firm at 20c., with an upward tendency. Tweeds are in limited stock, and command full prices. Jeans are without change. There is more activity in foreign goods. There is no heaviness in prices though the imports have been so large. No large parcels remain unbroken, but the process of distribution is exceedingly quick. Silks, and all millinery goods, are selling well. Ribbons are more active. Cloths are brisk. The sales of French goods have now regularly commenced, and a good business is doing, as the competition is sufficient to maintain prices. Gloves are the only article in serious overstock, and they are heavy. British goods are less active than Continental; the supply is large. Jobbers are very busy, both in buying and selling. The country trade is a remarkably good one. Country dealers are full of money, and pay with the greatest punctuality. Jobbers and dealers have more reliance now on their customers out of the City than they can have in the present scanty facilities of the money market for discount of their acceptances. There is experienced little want of money in the trade.

From the annual report, we learn that the gross receipts of the Columbus and Xenia Railroad, for 11 months, from the 1st Jan., 1852, to the 30th November, was $237,506 98, against $194,730 64 for the corresponding period in 1851—showing an increase of $42,785, a sum nearly equal to the first year's receipts after the opening of the Road.

The expense of running, including interest on the debt for the period of 11 months, was $102,142 72, leaving the net earning $135,363 30. The dividends have been paid to the shareholders within the past 20 months, amounting in the aggregate to 21 per cent. The present surplus of profits is $22,089. The entire cost of the Road [58 miles long] including rolling-power and all other things, is $1,257,007 88.

The capital stock paid in is	$1,092,137 97
The whole debt of the Company, including $118,000 of the convertible bonds, not yet surrendered for stock, is	164,869 91
Total	$1,257,007 88

This road is constructed in the most thorough and complete manner. It is now operated in connection with the Little Miami Railroad greatly to the advantage of both Corporations.

The number of passengers carried over this Road within the above eleven months was 126,067, being an increase of 33,023 over the same period of the year before.

Such is the press of business on this line that it will soon be necessary to make a double track. Arrangements are now being made to open books of transfer in New-York.

The receipts of the Little Miami Railroad for the months of Dec. and Jan., were 101,962
For same period of 1852 68,410
Excess this year equal to 54 ℘ cent $36,552

The Cleveland, Columbus, and Cincinnati Railroads are about to lay a double track from Cleveland to Galena—the point of intersection with the Bellefontaine and Indiana, Ohio and Penn., and the Ohio and Indiana Roads. The grading from Cleveland to Wellington, where the Toledo, Norwalk and Cleveland Road unites with the Cleveland, Columbus, and Cincinnati has commenced, and it is intended to lay the rails to this point during the summer. The business on this road is very largely in excess of last year.

From *The Vicksburgh Sentinel*, we learn that Chancellor Scott decided, on Monday last, that the State Bonds issued on account of the Union Bank, were constitutionally issued, and that the State was bound to pay them. An appeal, of course, lies from this decision to the High Court of Errors and appeals.

The following figures, made up from September 1, are from *The Economist*. They give the export of cotton and bread stuffs for the respective periods:

	1852. Prices N. O. mid.	Value.	1853. Prices N. O. mid.	Value.
Cotton, bales,	777,000 8¼	$24,000,000	1,100,097 10½	$45,340,000
Flour, bbls.,	444,340 $4 75	2,109,250	603,773 $5 25	3,167,162
Wheat, bush.	1,115,493 1 45	1,586,161	2,883,058 1 25	3,603,822
Total		$27,595,111		$51,871,005

These items make a difference of over $24,000,000, or nearly 100 ℘ cent. in the supply of bills. "These exports," continues *The Economist*, "not only pay for the imports, but indicate that the balances from the country will be readily forthcoming." The large decline in the New-York auction sales of dry goods, for the last six months, indicates the healthiness of the fall trade, and consequently, of the prospects for the spring. The auction sales for four successive periods of six months, and the aggregate imports of dry goods for corresponding periods, were as follows:

	Sales.	Imports.
Six months to June 30, 1851	$14,766,161 43	$31,957,151
Six months to Dec. 31, 1851	5,412,617 72	23,373,153
Six months to June 30, 1852	9,418,677 52	22,002,424
Six months to Dec. 31, 1852	4,712,699 51	34,301,837

The reader will readily perceive that the commission alone on the decrease in the six months ending Dec. 31, 1852, is a very respectable item to be saved to the manufacturers and importers.

The public debt of Ohio is thus stated:

FOREIGN DEBT.

Payable after 1856	$3,515,779 24
Payable after 1860	6,812,481 00
Payable after 1865	1,025,000 00
Payable after 1870	2,180,581 93
Payable after 1875	1,600,000 00
Total	$15,136,792 17

DOMESTIC DEBT.

Due at the pleasure of the State	48,925 38
Due after 1852	85,591 32
Due after 1863	298,685 00
Total	$18,584,993 00
Irreducible and Trust Funds	1,734,222 19
Total debt	$17,839,216 06

Markets....CAREFULLY REPORTED FOR THE TRIBUNE.

TUESDAY, March 8, 1853.

ASHES—The market is firm with a fair demand at $4 75@$4 81½ for Pots, and $5 75 for Pearls.

COTTON—The market is more active, but is the consequence of some slight concession on the part of sellers. 2,500 bales changed hands to-day.

FLOUR AND MEAL—Our market for Western and State Flour opened easier and was much depressed, and for the better grades very much lower prices have been accepted. At the close there was more steadiness and a fair shipping demand. The stringency in the Money market has added to the depression materially. Canadian is not plenty, and is held firmly, and in the absence of sales quotations would be nominal. The sales of Western Canal are 4,000 bbls. at $4 37½@$4 50 for No. 2, superfine; $4 81½@$4 87½ for common to straight State; $4 94@$5 25 for mixed to fancy Michigan and Indiana; $4 94@$5 18¾ for common to good Ohio; $5 00@$5 25 for fancy Genesee; $5 25@$5 37½ for fancy Ohio; $5 50@$5 81 for extra Ohio, and $5 25@$5 57½ for extra Genesee. Southern is again lower and unsettled; the supply is large of mixed brands, and those only are selling at our inside figures. The better grades are lower and very heavy. The sales are 2,600 bbls. at $5@$5 25 for ordinary mixed brands to good straight do., and $5 75@$6 75 for fancy. Rye Flour is lower. Sales of 140 bbls. at $4 37@$4 44 for fine. Corn Meal is heavy. Sales 500 bbls. Brandywine at $3 62½.

GRAIN—Our Wheat market is easier and very dull and quotations would be nominal. We hear of something shipping from first hands. Sales of 479 bush. good Genesee at $1 23½ delivered. Rye is very quiet at 90c. Barley is plenty and is heavy. Sales of 1,500 bush. mixed, in lots, at 63@65c. Oats are plenty and are dull at 47@48c. for State and Western, and 46@47c. for Pennsylvania. Corn is easier and very dull. Eastern vessels are scarce and wanted. Yellow is held firmly and wanted for the East. There is some going forward from first hands. The sales are 10,000 bush at 59@61c. for unsound; 62@62½ for Southern mixed; 63@65 for White Southern, and 66@66½c. for Yellow.

WHISKY—The market opened easier, but closed with a firmer feeling; sales of 570 bbls. at 22@22½ for Jersey, and 22½@22½c. for Prison. Drudge is quiet at 22c., time.

PROVISIONS—Only a moderate demand for Pork, but prices are unchanged; new inspected Mess is selling at $16@$16 25; the sales to-day are 310 bbls. at $16 37½@$16 50 for new Western Mess, and $15 12½@$15 25 for Prime. Beef is heavy and inactive; sales of 145 bbls., in lots, at $9 50@$11 for country Mess, and $13 for repacked Chicago, and $5 50@$7 for country and city Prime. Beef Hams are heavy; sales of 50 bbls. fair Western at $15. Cut Meats are plenty and rather lower; sales of 625 bbls. plain Hams at 9½@10c., and Shoulders at 7c. Lard is without change, and is less active; sales of 177 bbls. and tcs. at 9½@9¾c. for common to prime. Butter and Cheese are steady.

SEEDS—The market is better for Clover; sales of 500 bbls. and 36 bags at 11@12c. Timothy is steady; sales of 40 bbls. at $3@$3 25 for reaped. Flax Seed is quiet; sales of 414 bush. at $1 50@$1 56, and 2,500 bush. Calcutta Linseed at $1 75@$1 80.

HONEY—A fair demand; sales of 20 hhds. Cuba at 54c. and 100 tcs. do. on private terms.

HOPS—The market heavy and rather lower, with only a retail demand. Sales 30 bales Western.

FRUITS—A moderate business doing in Dried Apples at 5½@5¾c. for Western and 4¾c. for Southern; 14@15½c. for Southern peeled Peaches, with sales of 4,000 lbs., and 16c. for Pitts.

BEESWAX—A moderate business doing at 28½@29c. for Western.

SALT—Sack Salt plenty; demand fair; market steady; sales 5,000 sacks Ashton's at $1 45; 2,000 sacks Common brands $1 15@$1 17½, and Ground held at $1 25.

LATH—A good demand; market steady. Sales 500,000 at $2 50 cash.

LIME—A fair demand; market steady. Sales 5,000 bbls. Common Rockland at $1.

FEATHERS—The market is a shade better. Sales 2,000 lbs prime Ohio at 44c. cash.

WHALEBONE—A steady market. Sales of 35,000 lbs. Polar for home use at 30c. cash.

FISH is quiet. 2,700 quintals Dry Cod sold at $2 70. Mackerel is inactive and prices nominal. Herrings at 45c. for scaled and 80c. for No. 1.

LEATHER is active at the enhanced prices we quoted last. The supply is very light of all kinds, and the stock of light and middle weights Hemlock sold very scanty.

IRON is quiet. 200 tons Scotch Pig sold at $33, all 6 months.

COFFEE has been moderately active. 2,200 bags Rio sold at 9¼@9¾c. 500 bags Java at 11½c. 300 Maracaibo at 9¼@10c. 500 St. Domingo 8½c.

RICE—The sales in the last three days are 400 tierces at $5 75@$4 37½.

MOLASSES are in request. 1,000 bbls. New-Orleans sold at 30c. 150 hhds. clayed Cuba at 21@22c., and 500 do. new Muscovado 25c.

SUGARS are in demand, especially new crop Cuba. 1,000 hhds. sold in three days at 5¼@6c.; 500 do. New-Orleans at 4½@5½c.

OILS are rather quiet. 30,000 gallons English Linseed sold, to arrive, at 73c. From store there is a moderate demand at 79@74c., in lots. Crude, which is held at 65c., and Sperm at $1 32.

NAVAL STORES are rather dull. The sales of Crude are small at $3 25 for North County, and $3 for Wilmington. Spirits are slow of sale at 65@66c., in lots, and 500 bbls., in whole parcels, at 62@63c. 1,000 bbls. North County common Resin sold at $1 50@$1 55. 500 do. White at $3 50@$3. 100 bbls. Tar at $2 25.

HAY—The market is unchanged and the demand moderate. Sales of 320 bales River at 87½c@$1.

TALLOW—A heavy market—the demand moderate. Sales of 22,700 lbs. Prime at 9½@9¾c.

PHILADELPHIA MARKETS—*Tuesday*, March 8—COTTON is in limited request without change in prices. BARK is held at $27 ℘ ton, without finding buyers. CLOVERSEED is in good demand, and 100 bush. prime sold at $6 50. The FLOUR market is inactive. Sales of 1,000 bbls. mixed and good brands at $4 87½ ℘ bbl. The sales for city consumption are limited at $4 94@$5 25 for common and select brands, and $5 44@$5 75 for extra. RYE FLOUR and CORN MEAL are not inquired after. The former dull at $4 06½; the latter is freely offered at $3 ℘ bbl., without finding purchasers.

There is more inquiry for WHEAT. Sales at $1 17@$1 18 ℘ bushel for prime Pennsylvania White, and $1 12 for Red. RYE is in good demand, and Pennsylvania sold at 93c. CORN—Yellow is held at 62c. afloat, and 61c. in store. 2,000 bush. Pennsylvania OATS sold at 42c. ℘ bush. COFFEE is held firmly, and further sales of Rio have been made at 9½@10c. ℘ lb., on time. In SUGAR and MOLASSES no change. WHISKY is dull at 22@22½c. in hhds. and 23c. in bbls.

Receipts of Produce.....March 8.

By the New-York and Erie Railroad—379 bbls. Whisky, 2,033 do. Flour, 1,941 sides Leather, 256 pkgs. Butter, and 20 do. Cheese.

By New-York and New-Haven Railroad—10 pkgs. Butter, 10 do. Cheese, 18 sides Leather, and 94 cases Hats.

Passengers Arrived.

In bark Roberts, from Cardenas—Messrs. S. S. Boutlier, John Calvery, Mrs. Emily Fraser.

In bark Princeton, from Demerara—Mr. Berry and lady, Mrs. Lee and child, Dr. Morris, Mr. Dunlope, Mr. Landry, Mr. Cochran.

In ship Winfield Scott, from Liverpool.—Mr. E. J. Peterson and lady, Dr. Alfred Stone, ship Surgeon.

In ship Tartar fm. Shanghai—Robertson Wharton, Esq., of Philadelphia.

MINIATURE ALMANAC.....THIS DAY.

Sun—Rises.....6 21 | Sets.....6 01 | Moon—Sets.....5 58m

HIGH WATER.....THIS DAY.

Sandy Hook.... 7 24m | Gov. Island. 8 14m | Hell Gate.... 9 58m

MARINE JOURNAL.

PORT OF NEW-YORK.....March 8.

Cleared.

Steamship—Arabia, Judkin, Liverpool, E. Cunard.

Ship—J. W. Paxson, Norris, Galveston, J. H. Brewer & Co.

Barks—Behoma, Adams, Alexandria, C. Adams; Amaranth, Probet, London, Cook & Smith.

Brigs—A. M. Roberts, Cobson, Philadelphia; Baltonas, Reide, Bremen, Hennings, Muller & Gosling; E. L. Walton, Titus, Lisbon, J. A. Machado; Swan, Pierce, Bermuda, Nesmith & Sons.

Schooners—C. T. Strong, Strong, Baltimore, Mulliner & Lord; Helen Maria, Tucker, Richmond, C. H. Pierson; Howard, Davis, Newbern, Davis & Holmes; Charmer, Blackman, Richmond, C. H. Pierson; Geo. Seavey, Jones, Aracibo, H. D. Brookman & Co.; M. A. Rowland, Raynor, Philadelphia, J. W. McKee; R. & H. Estell, Baker, Newbern, Dobbs & Potter; Ringold, Mott, Alexandria, Sturges, Clearman & Co.; Ogden, Baker, Baltimore, J. W. McKee; Sprightling Sea, Nickerson, Norfolk, Sturgess, Clearman & Co.; Albrette, Small, Cardenas, R. P. Ruck & Co.

Sloops—Fashion, Blyenburgh, Providence, master; J. D. Fish, Babcock, Fall River, master.

Arrived.

U. S. M. steamship James Adger, J. Dickinson, 51 hs. fm. Charleston, to Spofford, Tileston & Co. The J. A. left Charleston, Sunday, 2 P. M. Sunday, 3 P. M. off Charleston Bar, passed brigs Clinton and Emily fm. New-York, and ship Susan G. Owen fm. Liverpool, bound in. Tuesday, 8th, 10 A. M., 15 miles N. E. Light Ship, off Cape May, spoke ship John Ravenel, fm. Liverpool, bound to Philadelphia.

U. S. Mail steamship Florida, Woodhull, fm. Savannah March 5, to Sand. L. Mitchill. Passed in the river, bound out, brig Philena. March 7, 1 50 A. M., off Hatteras Shoal, steamships Alabama and Marion. 12 M., lat. 36 57, lon. 74 46, passed a lowboat, bottom up.

Ship Marathon, (of New-Orleans) Van Dyke, New-Orleans Feb. 4. The M. was bound to Boston, but put into this port in consequence of having been dismasted. Capt. Van Dyke reports 24th ult., off South Shoal of Nantucket, in a gale from W.N.W., while laying to, lost bowsprit, jibboom, foremast, topgallantmast, and yard. Has been since Feb. 19 north of Hatteras, with constant westerly gales. Took a pilot on Sunday last.

Ship Scheffer, (Bremen.) Bahr, 70 ds. fm. Bremen, mdse and passengers to Meyer & Stocken.

Ship Martha's Vineyard, Mayhew, fm. Glasgow Dec. 30, Greenock Jan 19th, mdse and 7 passengers to Dunham & Dimon. Feb. 14, lat. 43 20, lon. 50 16, passed ship St. Petersburg, (of Boston) bound east. Feb 21, lat. 39 05, lon. 59 40, exchanged signals with a ship showing a white signal with a black ball. March 1, lat. 45 05, lon. 56 20, spoke bark Wyman, (of Salem) fm. Rio Grande for Salem, 50 ds. out. March 6, lat. 40 02, lon. 72 37, passed white bark Canton, (of New-Bedford) bound east.

Ship Wickliffe Scott, R. Lellan, fm. Liverpool Jan. 30, mdse and 400 passengers to T. O. Baker. Feb. 10, lat. 41 50, lon. 56 27, passed ship Leibnitz, (Hamb.) fm. Hamburg for New-York. Feb. 20 experienced a violent gale from S.W., with a heavy sea. Shipped a sea which carried away bulwarks rail, stove in hatchy hatches, and done other damage. The W. S. has had 2 births and 2 deaths on the passage.

Ship Leverett, Follander, 1 day fm. Providence, in ballast. The L. was towed in the city by steam tug Underwriter.

Ship Maid Ann, Tyler, 27 ds. fm. Liverpool, mdse and 47 pass. to J. W. Phillips.

Ship Orient, Hill Liverpool Feb. 3, with 650 passengers, to Spofford, Tileston & Co. Feb. 20 at 5 A. M., Chas. Quackenbush, seaman, a native of Germany, fell from the rigging aft board; it being dark and blowing hard at the time, it was impossible to render him any assistance. 23d, lat. 42 07, lon 57 40, exchanged signals with ship Shenandoah, fm. Liverpool for Philadelphia, parted company March 3, off Nantucket. The O. had three births and two deaths on the passage.

Clipper ship Flying Cloud, Creesy, Whampoa Dec. 1, Macao Roads 24, with silks, teas, &c., to Grinnell, Minturn & Co. Was at anchor off North Island, in the Java Sea, on the night of the 11th, and in Pulo-Sebesek Roads on the night of 12th, with strong westerly gales and bad weather. Cleared Sunda Straits on the night of the 14th, while, during rolling main topgallant rail, a seaman named James Smith fell from the yard on deck, and was instantly killed. He hailed from Boston, but it is believed was a native of London. Jan. 4, a seaman named Harry, of the Sandwich Islands, died of disease of the lungs. Off the Cape of Good Hope, experienced a succession of westerly gales for 12 days. Other than these, the Flying Cloud has had continual light airs and calms throughout the passage. In Gaspar Strait spoke brig Victory, Lane, from Whampoa, 27th Nov. for New-York. Jan 7, lat. 29 27 S., long. 41 50 E., spoke ship Hornet, Barker, from Canton 16th Nov. for New-York. 13th, lat. 33 51 S., long 27 20 E., spoke schr. Ceres, 4 days from Port Natal for Cape Town, reports the Kaffir war to have terminated. Feb. 9, lat. 4 30 S., long. 29 35 W., spoke brig Lord Nelson, of Dundee, from Arica, for Cork, 57 days out. The F. C. has been within 100 miles of Sandy Hook for the past 3 days.

Ship Massachusetts, Samson, 7 ds. fm. New-Orleans via Savannah, cotton, &c., to Nesmith & Sons. 4th inst. lat. 36 10, lon. 73 30, was struck twice by lightning in an hour; it struck the head of the mainmast, splitting the cap, passing down the mast and the topsail sheets, ripping up the pump cranks and entering below deck.

Ship Atlantic, Worth, 14 ds. fm. New-Orleans, mdse, to Frost & Hicks.

Ship May Flower, (of Bath) Crocker, 33 ds. fm. Liverpool, mdse. to Kermit & Carew.

Ship Tartar, Goodwin, Jr., Shanghai, Nov. 6, Java Head Nov. 30, silks, teas, &c., to Booth & Edgar. Since passing lat. 30 N. have experienced a constant succession of N. W. gales. March 3, lat. 38, lon. 72, spoke brig Grand Turk fm. Cardenas for Providence.

Bark Thos. E. Baxter, Dunaley, 14 ds. fm. New-Orleans, mdse. to Jas. Hand.

Bark Princeton, (of New-Haven) Seeler, fm. Demerara via St. Thomas Feb. 20, mdse to master. The P. experienced heavy weather and N W. gales on the passage.

Bark Chible Harold, Olmsted, 8 ds. fm. Havana, cigars, Indigo, &c. to P. V. King & Co. Sailed in company with bark Martha Ann, Babcock, for New-York.

Bark S. J. Roberts, (of Providence) Dutch, 8 ds. fm. Cardenas, sugar and molasses to master.

Bark Robert Fennell, (of Portland) Smith, 8 ds. fm. Matanzas, sugar and molasses to master.

Bark Martha Ann, Babcock, 8 ds. fm. Havana, sugar to master.

Brig Larsen, 2 ds. fm. Providence, ballast to Stanton & Thompson.

Brig Suwannee, Munroe, 12 ds. fm. St. Marks, cotton, &c. to S. Mallwood Anderson & Co. Feb. 27, lat. 24 20, lon. 80 51, passed bark R. P. Walker, (of Brooklyn) with loss of fore and mainto-mast, steering S. W. by S. under courses, spanker and jibs. Supposed her bound to the West Indies.

Brig Montgomery, Gorham, 15 ds. fm. New-Orleans, mdse. to E. H. Fosdick.

Schr. Marcena Munson, Brewster, fm. Baltimore.

Schr. Ann Smith, Walters, fm. Baltimore.

Schr. Frederick, ——, fm. Barnstable, fish.

Schr. Effort, (Br.) Fenny, 14 ds. fm. Halifax, fish to Kelley & Smethers.

Schr. Commodore Kearney, Bearse, 4 ds. fm. Boston, mdse. to S. Lewis.

Schr. George Edwards, May, 4 ds. fm. Boston, mdse to master.

Schr. Lucinia Hopkins, Wicks, 2 ds. fm. Virginia, oysters.

Schr. E. F. Lewis, Berry, 6 ds. fm. Portland, mdse to S.W. Lewis.

Schr. Hanover, Chichester, 4 ds. fm. Richmond, flour to Charles Pierson.

Schr. Tennessee, Lampkin, 4 ds. fm. Richmond, flour to Allen & Taxon.

Schr. F. J. Brogard, Adams, 4 ds. fm. Baltimore, flour to Mailler & Lord.

Schr. Ira Brewster, Williams, 6 ds. fm. Wilmington, naval stores to N. L. McCready.

Schr. J. Ireland, Frances, 3 ds. fm. Newbern, naval stores, &c. to Dolmer & Potter.

Schr. Harrison Price, Leed, 4 ds. fm. Georgetown, S.C., flour, &c. to order.

Schr. Isabella, Arbocam, 4 ds. fm. Boston, mdse to Dayton & Sprague.

Schr. Pallidon, Avery, 1 day fm. New-London, ballast.

Schr. Alexander Cooper, Ireland, 2 ds. fm. Virginia, oysters.

Schr. Eagle Mills, 4 ds. fm. Wareham, nails to Samuel S. Tisdale.

Schr. Louisa Robinson, Robinson, 1 dy. fm. New Haven, in ballast to master.

Schr. Phenix, Smith, 1 dy. fm. Westerly, R. I., in ballast.

Schr. New Conveyance, Hamilton, 2 ds. fm. Virginia, pine wood.

Sloop James Lampkeer, Oliver, 1 day fm. New-London, whale bone to Grinnell, Minturn & Co.

Sloop Blackstone, Gardizer, 2 ds. fm. Providence.

BELOW—Ships Shannon, Thompson fm. Liverpool, mdse. and passengers to S. Thompson & Nephew; New Hampshire, Chase, fm. Greenock, Zerega & Co; Niagara, Livermore, fm. Liverpool, to Frost & Hicks; Herschel, (Ham.) Jacobs, fm. Hamburg, to Schmidt & Bockhen.

Barks George, (Olden) ——, 44 ds. fm. London, to Poppe & Co.; Peter Demill, Hoey, fm. Savannah.

Also, two ships and one brig.

SAILED—Ships Richard Morse, Dinsmore, New-Orleans; Benj. Adams, Drummond, Liverpool; Southport, Wilson, Charleston; bark Mary H. Barnes, Luther, Apalachicola; brig Washington, Dunning, Cardenas.

Also, ship Tennessee, Beckwith, New-Orleans.

WIND—Fresh, N. N. W.; Sunset, N. N. W., with appearance of rain.

The packet bark Chible Harold, Capt. R. Olmsted, arrived this morning (8th) from Havana in 8 days. She brings an immense quantity of cigars, also a very valuable cargo of pimento, indigo, sugars, &c.

The clipper ship Invincible, at this port, passed Scilly Feb. 16, and made the eastern edge of the Banks in lon 48 W. Feb. 22, making the run in 6 days and 3 hours, being the quickest on record by either a sailing or steam vessel. From that period till her arrival, she has encountered a constant succession of calms and contrary winds. On Saturday night and Sunday morning last, experienced heavy gales fm. S.W. and S.W., the latter accompanied with snow and hail to the depth of three inches. During the whole of this, as well as the preceding heavy weather, she never carried a reef, nor even shipped a single sea. Her greatest speed during the passage was 15½ knots per hour, and her greatest run in 24 hours 305 miles.

By Telegraph.

BOSTON, March 8.—Arr. ships Norman, New-Orleans; Northern Chief, Mobile; Forest City, Apalachicola. Seaham, Liverpool. Boarded the bark Lincoln, before reported abandoned, on Sunday A. M., 20 miles from Cape Cod; Zenobia, Liverpool; Leland, Calcutta; barks Marmion, Palermo; Prince of Wales, Newport, Eng.; M. B. Stetson, Cienfuegos; Palmetto, Galveston (12th ult., off Memory Rock, saw a bark, supposed American, on the reef, with several wreckers alongside); Girard, Mobile; Lady Knight, Apalachicola; Union, Baltimore; Oak, Philadelphia; brigs H. P. Cushing, Port au-Prince; Delmar, Cardenas; J. R. Dow, Pembroke, and Ottoman, Mobile; Sarah Wooster, Jacksonville; L. W. Maxwell, do.; A. Lawrence, Philadelphia; Erie, do.; schrs. Matilda, Sagua; Fashion, Wilmington, N. C.; Westover and Barnstable, Richmond; Usher and Kitty, Norfolk; James Henry, do.; Plymouth Rock and Joseph Baxter, New-York.

Also arr. brig Susan and Abigail, New-Orleans.

Below, bark Lady Suffolk, fm. the Cape of Good Hope; brigs Emily and Edward, Cuba; Emily, do.

[From our Correspondent.]

PHILADELPHIA, March 8—*Arrived*—Ships Shenandoah, (pkt.) Taylor, Liverpool; Ellerslie, Pinckney, Rio de Janeiro; bark Chester, Crosby, Mobile; brigs Ann Elizabeth, Vance, New-Orleans; Lamartine, Senter, Porto Rico; Teboe, Mason, Cardenas; Victoria, (Br.) Hall, Nassau, N. P.; schrs. Ellen, Nickerson, New-York; H. G. Gandy, Jeffry, New-York; Cupia, Sears, Boston; Samuel Bolton, Merrihew, do.; Aaron J. Moore, King, Attakapas; Mary Elizabeth, Pickup, New-York; A. E. Cake, Rose, do.; steamship City of New-York, Matthews, Boston.

Cleared—Ship Caledonia, Brenda, Rowland, New-Orleans; bark Garland, Martin, Belfast, England; brig Levi, Seaman, Eastport; schrs. E. H. Rowley, Rogers, Mobile; C. H. Wrightington, Wrightington, Dayton; Chas. Moore, Bartlett, Bridgeport; Silas Hand, Kelley, Boston; Grace Darling, Bartlett, Newark.

Disasters, &c.

LOSS OF SHIP ELEONORE.—Ship Eleonore, Hodgdon, from New-York for New-Orleans, went ashore 17th ult., on Little Bahama Banks, and will be a total loss. A portion of the cargo would be saved. The captain had arrived at Nassau, N.P., and had put his business into the hands of the consul. The Eleonore was built in Philadelphia in 1843, and was 527 tons register. Vessel and cargo partly insured in Wall-st.

Brig Oriole, (of Newport) from Monrovia, Africa, via Cape de Verds, bound to Rio Grande, was totally lost, (no date given) near Cape de Verde. Vessel insured for about $10,000 in Wall-st.

CAPE LYSE, of ship Isaac, at New-Orleans, 26th ult., fm Liverpool, reports that in lat. 30 07, N., lon. 82 28, W., saw a vessel bottom up, yard hanging by her, was apparently about 300 tons, and appeared to have been ashore, her show gone, keel chafed, and a hole through her bottom; had Muntz metal sheathing, did not appear to have been long in that situation. Being calm at the time, sent a boat alongside the wreck, but could discover nothing to particularize her, except that she had painted ports, and her show was fastened by cast composition ornaments, and her sternsings on each end attached to the clamps.

LISBON, Feb. 11—The Dutch bark Sirius, Mulder, from Cardiff for California, put in 9th, partly dismasted on the 28th Jan.; was towed in Feb. 1, by the English steamer Infexible.

BERMUDA, Feb. 20—The Merchant, Luke, sailed for Havre, with part of the cargo (cotton) ex. Am. ship Caspian, Delano, of Bath, from Charleston for Havre, on shore in Torbay.

BARK VERANA, ashore on Solitude Beach, drove further up on the shore during the gale of 5th inst., and received further injury. About one-third of the cargo has been landed in good order.

BARK FRANCES SNOW, Capt. Paine, from Mobile Feb. 6, for New-York, went ashore morning of 12th, on the Isaacs, Mooney Rock, bearing S. S. E., distant 10 miles. Took assistance from the wreckers, and soon after discharging 322 bales cotton, was got off afternoon of same day, with loss of false keel, and taken into New Providence, where she arrived on the 16th. She had been discharged, salvage awarded amounting to $20,000 on vessel and cargo. On the 27th ult., she was reshipping cargo for New York, and would probably leave on or about the 8th inst. The F. S. is covered by insurance in Wall-st.

FISHING SCHR. ROCKAWAY, from George's Bank, which was in contact with brig Andrew Ring, (before reported) and lost mainmast with all attached, arr at Gloucester 3d.

THE BARK E. A. Kinsman, at Boston, fm. Cardenas, previous to Saturday last, at 4 P. M., in Boston Bay, blowing a gale from E.N.E., with snow, saw a bark with colors union down; ran down to her, and found her to be the bark Lincoln, fm. New-Orleans for Boston, in distress, having lost her rudder, and damaged her hull while wearing ship; held by until 8 o'clock, when the pilot on board the Lincoln deemed it prudent to abandon her, which was done, she then being 25 miles east fm. Cape Cod.

THE WRECK of ship Vanguard, of St. John, N. B., (before reported) abandoned, with a signal of distress flying, was passed Jan. 31, lat. 41, lon. 36, by a vessel arrived at Cadiz.

THE FOLLOWING EXTRACT is taken from a letter dated on board the brig Nancy, Buenos Ayres, Dec. 11, 1852: "Three days ago we had a severe gale of wind at this port, which did a great deal of damage to the shipping. Ten vessels were blown ashore, one was sunk close to the Nancy, six were dismasted, and all vessels in port received more or less damage. The Nancy lost her fore topmast staysail, which was blown away while set. She rode the gale out in fine style. The sea struck the bows with such force that it broke over the topmast heads.

GALVESTON, Feb. 26.—On Tuesday last we had a very severe gale at this place, doing considerable damage—that portion of which is covered by insurance, so far as I have learned is as follows: S. S. Parsen's wharf, carrying with it about 225 tons railroad iron; schr. Jenny Lind, (loaded with cotton) had to throw overboard 17 bales in Galveston bay—the railway iron is insured in Boston, and the cotton in New-York. The steamboat Washington, on the Trinity River, struck a snag and sunk near Sillins with water—her cargo of cotton more or less damaged. The steamer Jack Hays, on the Trinity River, broke down her guards, and 200 bales went overboard.

On the 5th, H. Sizemore, fm. Philadelphia for Boston, with a cargo of flour, is heating into the harbor at Newport on the night of the 6th inst., during a thick snow storm, ran in under Castle Hill and let go both anchors—not knowing his position at the time. At 5 o'clock the following morning morning she dragged and the wind changed to N.W., which brought her so near the rocks that the Captain was forced to cut away both masts to save his vessel. The steamer Perry towed her in to Commercial Wharf.

Spoken, &c.

Feb. 9,