places, in the several counties through which the main road shall pass. Now, although the branches may be made before the main road, yet they must proceed from the line of the main road, and terminate at towns or places in the same county. The branch is an incident to the main road, and whether made before or after the construction of the main road, the terminus of the branch is the same.

By the direction given to the road from Sandusky City, it is clear it was not intended to run to Fremont, but to cross the Bay in the direction to Port Clinton, leaving the direct route to Fremont several miles south. As an excuse for this departure, it is said in the answer that the people of Fremont, by subscriptions or otherwise, gave no encouragement to the Company to run the road to that place; and that the route selected is better and several miles shorter than the one by Fremont. Under such circumstances it is difficult to say, that the road in progress from Sandusky City to the Maumee, over the Bay and by Port Clinton, is a branch of the original road within the Charter. Neither its commencement nor termination is within the sixteenth section. It does not branch in the County of Ottawa, nor terminate at some town or place in that county. It is, in fact, the main road from Sandusky City to the Maumee, and was evidently intended to be so, from the time the route was surveyed.

The Charter requires the Company to organize in five years, and to complete twenty miles of the Road in ten years from the time its structure was commenced. And under this provision it is said the Company, having made more than twenty miles of the Road, may at its own convenience extend the Road to Fremont from Sandusky City; and the Road, if extended to the Maumee from Fremont, must pass through Ottawa County; and then the Road now in course of construction may be considered as a branch or branches from it.

It cannot be within the purpose of the Company to make the Road to Fremont and thence to the Maumee. No benefit could result to the Company or the public from such an expenditure. There is now a Road in progress from Fremont to Toledo, and also the Port Clinton road, running in the same direction.

There is no admitted latitude of construction, it seems to me, which can bring the Port Clinton Road within the Charter of the Junction Railroad, as amended. It would sanction a principle which would enable chartered Companies to disregard the limits prescribed, and give such a direction to Roads as their interests may dictate.

By the tenth Section, "if the Corporation, after having selected a route for said Railway, find any obstacles in continuing said location, either by the difficulty of construction or procuring the right of way at a reasonable cost, or wherever a better and cheaper route can be had, it shall have authority to vary the route and change the location." This does not authorize the Company to abandon and disregard the points named in the Charter, but to change the route which they have selected for the causes stated.

Upon the deliberate consideration which I have given to the Junction Railroad Charter, I am brought to the conclusion that it does not authorize the route selected; and without authority, it is presumed no one could contend for the right of crossing the Sandusky Bay.

The amendment, extending the road, gives no such authority.

The act of the 1st of May, 1852, provides, "That any number of natural persons, not less than five, may become a body corporate, with all the rights, privileges and powers conferred by and subject to all the restrictions of that act." The second section declares—"That any number of persons as aforesaid, associating to form a Company for the purpose of constructing a Railroad, shall, under their hands and seals, make a certificate which shall specify as follows: 1. The name assumed by such Company, and by which it shall be known. 2. The names of the places of the termini of said Road, and the County of Counties through which such Road shall pass. 3. The amount of capital stock necessary to construct such Road."

Such certificate being acknowledged before a Justice of the Peace, and certified by the Clerk of the Court of Common Pleas, and recorded by the Secretary of State, shall confer corporate powers.

On the 6th of October, 1852, Messrs. Lane and five others applied, under the above law, to be incorporated as the "Port Clinton Railroad Company," beginning the road at Sandusky City and extending it by Port Clinton, over the Sandusky Bay, to Toledo; and all the requisites of the act having been strictly complied with, they became a corporate body. This body on the 11th of January, 1852, submitted to James B. Steedman, Acting Com missioner, the plan of a bridge for crossing the bay, which he approved and which approval was notified to the Company.

Two objections are made to this act of the Commissioner: 1. That it was contrary to the decision of the Board of Public Works; 2. That the Acting Commissioner had no jurisdiction of the matter.

It appears that on the 6th of July, 1852, the Junction Railroad applied to the Board of Public Works, "to obtain leave, if it be necessary, to construct a Draw Bridge across Sandusky Bay, which was refused by the Board for want of jurisdiction.

The decision of the Board, on the application of the Junction Railroad for leave to cross the Bay by a Bridge, was on a very different application from that decided by Steedman. He approved the plan of the Bridge—the right to cross the Bay was not submitted to him. But on the 17th February, 1853, the Board of Public Works did reverse the decision of Steedman in relation to the Port Clinton Bridge. And I will now consider the effect of this reversal.

The 20th Section of the above act gives the power to the Acting Commissioner, the same as to the whole Board. Either may approve of the plan or structure of a proposed Bridge over a navigable water, consequently they act independently of each other, and no provision having been made for an appeal to the Board from the decision of the Acting Commissioner, his favorable decision is final. And the power to the Acting Commissioner being given by law, can not be controlled or reversed by the Board. The procedure of the Board, therefore, in the reversal of the approval by Steedman of the plan of the Bridge presented by the Port Clinton Company, was void. It was an exercise of power which did not belong to the Board.

If the application had been made to the Board by the Port Clinton Company, for the approval of the plan of their Bridge, and the Board had decided against it, having jurisdiction of the matter, the Acting Commissioner could not, in form or in effect, reverse the decision. But the application was, as above stated, by the Junction Railroad, for leave to cross the Bay, and this power did not belong to the Board; it therefore very properly held that it had no jurisdiction. But it had jurisdiction, and so had the Acting Commissioner, to approve the plan of the Bridge. An appeal under the statute, from the decision of the Board, by the Junction Railroad, would have been ineffectual, as the Board was asked to do that which the law did not authorize it to do.

The right to cross a navigable water by a Railroad Bridge must be given by the sovereign power by a special or general act. Where this is not done neither the Board of Public Works nor an Acting Commissioner can approve of the structure of a Bridge over it. For the reasons above stated I have been brought to the conclusion that the charter of the Junction Railroad, original and amended, does not authorize the Company to construct a Railroad Bridge over Sandusky Bay, at the place designated.

But the act of approval by the Commissioner on the application of the Port Clinton Company is objected to, on the ground that the Sandusky Bay was not a "public work under his direction" within the meaning of the statute.

The words of the Statute are:

"Whenever the line of any Railroad Company now existing, or which may hereafter organize under this act, shall cross any canal, or any navigable water, the said Company shall file with the Board of Public Works, or with the Acting Commissioner thereof, having charge of the Public Works where such crossing is proposed, the plan of the Bridge and other fixtures for crossing such canal or navigable water, designating the place of crossing; and if the said Board or Acting Commissioner thereof, shall approve of such plan, he shall notify such Company, in writing, of such approval."

A Corporation formed under this general law, is vested with all the ordinary powers to accomplish the purpose intended. It may appropriate private property, *and do all other things necessary to the construction of a Railroad.* The general act is as specific in its details *of the right* and *duties* of the Company, as can be found in special acts of incorporation. The Legislature of Ohio has been cautious, as all other Legislatures have been, in special acts for Bridges and Railroads, to guard against obstructions to navigable waters. And this twentieth Section of the General Law, was intended to preserve this great public right. The plan of a Bridge over any navigable water must be approved by the Board of Public Works, or by the acting Commissioner. This duty was more appropriate to the general business of the members of the Board, than to any other association under State organization.

To limit the application of this provision to the crossing of canals and waters made navigable by the State, would strangely disregard the policy of the act and necessities of the public. The language of the section does not authorize so narrow a construction. It was known that in every part of the State, railroads would be projected which must necessarily cross navigable waters. Special provision is made for the crossing of canals. Our best rivers are navigable by nature, and on the theory stated no provision is made in the act for crossing them. They are navigable waters, and are embraced by the terms of the act.

The acting Commissioners, it is said, must have charge of the public works where such crossing is proposed, and that where there are no public works, his approval cannot be given. Having charge of the public works where such crossing is proposed, means nothing more than that such place shall be within the territorial jurisdiction of the Commissioner. Any other construction would involve the absurdity, that however a navigable river might be improved by the public works, yet, if there were not public works at the place of crossing, the Commissioner cannot act. The Legislature cannot be charged with acting so unwisely. By the law of 1852, a new system was introduced, suited to the enterprise of the age, and it was intended to cover the whole ground of ordinary legislation on the subject. The words "navigable waters" were used in no restricted sense; they embrace, and were intended to embrace, all waters within the State which are navigable by the works of art or nature.

The plan of the Bridge over the Sandusky Bay having been approved by Steedman, the Acting Commissioner, and the place of crossing being within his jurisdiction, it is not doubted that under the "Port Clinton Charter" a Bridge may be constructed as proposed, if it cause no obstruction to commerce.

Whether we look into the ordinance of 1787, the Acts of Congress of the 13th July, 1787, or the Constitution, we find the power to protect the commercial interests of the Union. But, as was observed by the Court in the Wheeling Bridge case, the exercise of this great public right is not incompatible with the enjoyment of local rights. The public right consists in an unobstructed use of every navigable water connecting two or more States. *The local right is in crossing such waters.* The general commercial right is paramount to all State's authority.

The question of obstruction remains to be considered. Numerous affidavits have been read, made by persons acquainted with the navigation of the Sandusky Bay, who think the Bridge, with the draws proposed, in a high wind, and also in a dark night, would obstruct the navigation. When the wind is strong, it is said by some that sail vessels require the whole width of the Bay to beat against the wind, and at such times no sail vessel could pass the draw. The draw proposed is 144 feet, to be opened and closed on a pivot in the center. It is admitted that steam vessels would pass the draw with less difficulty than vessels with sails. This class of witnesses suppose that all vessels, not propelled by steam, in a strong wind, could pass the draws only by the aid of ropes warping up by the side of the piers, and that this would cause considerable delay, and some expense. Other witnesses, of equal experience, differ from the above. They think that vessels can pass the draws with little or no difficulty and that even in winds, when not so high as to force them to anchor, could pass by warping around the piers with ropes, which would take up a very short space of time, and that in good weather the boats would sail through the draw, without loss of time. Several witnesses speak of draws in bridges over arms of the sea, of less width than proposed, where vessels are constantly passing without complaint or delay. The witnesses from the seaboard, when added to those from the Lake, are greater in number than those who think the Bridge would obstruct the navigation of the Bay.

Against the Bridge it is urged that considerations of public advantage cannot be weighed against any appreciable obstruction; that a public nuisance cannot be tolerated on the ground that the community may realize some advantages from its existence. Such is admitted to be the general principle on the subject; and yet there can scarcely be a draw in a Bridge which does not to some extent delay vessels, but this is submitted to from public necessity.

The draws in Bridges over Charles River, which is an arm of the sea, must be subject to the winds and waves and also to the flowing of the tides; and yet through these draws more than ten times the number of vessels pass daily than would pass through the draws in the proposed Bridge. The unskillfulness of our navigators and seamen on the Lake is referred to as an argument against the Bridge. But men who undertake the navigation of vessels are presumed to have the necessary skill, and all regulations of commerce are found on this hypothesis. Nor is an argument admissable that proper attention would not be paid to the draws, by necessary lights and hands to open them. All such regulations are founded on the supposition that proper attention will be paid, as less than that would expose the Bridge to damage.

The Commerce on the Bay above the Bridge, including the Sandusky River, is not large, but it is of sufficient importance to bring it under the regulation of the commercial power of the Union, and to require its protection.

In the Wheeling Bridge case, the Court held, if a draw should be constructed in the Bridge over the western channel, so as to admit a safe and unobstructed passage to those steamboats which could not pass under the eastern Bridge, it would be considered as removing the nuisance complained of. To pass through a draw on a river, when its banks are full and its current rapid, is attended with much more difficulty and danger than when the draw is over a water agitated only, or chiefly, by the winds.

Nothing is more common than for witnesses who are called as experts, to differ in opinion. And when this difference is so nearly on a balance as not to incline the scale on either side, however strong the testimony may be when received on one side only, yet when both sides are considered, the parts neutralize each other, so as to produce no very decided effect on the mind. This is the character of the evidence in the case under consideration. In such a case, the preventive and extraordinary remedy invoked, ought not to be given. It is a remedy which may be ruinous to one of the parties, when the basis of the action is doubtful. The prayer for an injunction is refused.

Markets....CAREFULLY REPORTED FOR THE TRIBUNE.

NEW-YORK, May 3.

ASHES—The market is unchanged, the demand is fair for Pots at $5 $5 16, and Pearls $5 56.

COTTON—The market is more active at the further concession, making 1c. since the steamer's news arrived; 4,500 bales sold to-day.

Current Prices for Liverpool Classification.

	Upland.	Mo. & Flo.	N. O & Tex.
Inferior	nom.	none.	none.
Ordinary	9 @ 9¼	9 @ 9¼	9¼@10
Middling	10¼@11	10¼@11	10¼@11
Middling Fair	11¼@11¾	11¼@—	11¼@12
Fair	11¾@—	nom.	12¼@13¼
Good Fair	— @—	— @—	— @—
Fine	nom.	nom.	nom.

FLOUR AND MEAL—Our market opened very firm for Western and State Flour, but quiet at the close, with some slight abatement in prices. A better demand prevailed for the East and local trade. The arrivals are moderate, but those immediately in prospect are considerable. The better grades are not so firm. Canadian is quiet; the supply is very meagre; sales of 200 bbls. at $4 75. The sales of Western Canal are 6,300 bbls at $4 62½@$4 75. In common to straight State, mainly at $4 37½@$4 75; and $4 75@$5 for common to good Ohio and mixed to fancy Michigan and Indiana. Southern flour is more freely offered and the demand is fair; the medium grades are irregular in price; there is a fair demand for Australia and the West Indies; sales of 2,500 bbls. at $5 1½@$5 25 for mixed to straight brands. Baltimore, Alexandria, and Georgetown at $5 62½@$5 75 for fancy brands, Rye Flour is scarce and wanted; sales of 40 bbls fine at $3 94. Corn Meal is firmer; the demand limited; sales of 70 bbls. Jersey at $3.

GRAIN—There is a good inquiry for milling, but there are few good parcels on the market; to arrive the demand is fair, but buyers and sellers are apart in their views; quotations would be nominal. Rye is in limited stock, the demand is fair; sales of 2,600 bush. at 64c. for mixed, and 70c. for prime four and six-rowed. Rye is not plenty, and is dull. Sales of 600 bush. at 90c. Oats are lower, and quite plenty, the demand is fair; sales of State and Western at 42@45c., and Jersey 41@44c. Corn is less active, the supply is fair, but the high prices at which it is held checks the demand; sales of 21,000 bush. at 61@63c. for unsound; 62@64 for mixed Southern; 64@65½ for White; 67@68 for Jersey Yellow, and 67½@68c. for Southern.

WHISKY—The supply is moderate, and the demand not very active; sales of 126 bbls. Prison at 22½c. Drudge is in limited demand; sales of 25 bbls at 21½c.

PROVISIONS—The very large amounts of Pork at Buffalo depress the market and check the demand; prices are easier; sales of 770 bbls., at $15 62½@$15 75 for Western Mess, and $15 25@$15 37½ for Prime. Beef is more plenty, and in limited demand; the sales are only 110 bbls., at $9@$11 for country Mess; $12@$13 for city Mess and repacked Chicago; $8@$9 for Prime; and $6@$6 25 for country and city; Prime Mess is very inactive. $18 20 for Western. Beef Hams are dull and heavy; sales of 40 bbls. good Western at $14 50. Cut Meats are more plenty and hardly so firm, the demand is fair; sales of 211 bbls. and tcs. at 5½@6c. for Shoulders, and 8½@9½c. for Hams; of smoked do., 100 tcs. of Stagg & Sharp's sold at 10c. Lard is heavy, the amount in prospect depresses prices; sales of 250 bbls and tcs. at 9½@10c. Butter is more plenty, and is easier; sales of new State at 17@20c. Cheese is quiet at 5@7c.

SEEDS—There is little or nothing doing in Clover at 9@10c., its nominal value. Timothy is quiet at $13@$15 for mowed. Flaxseed is quiet at $1 31@$1 37½.

HAY—The arrivals are large; the market is heavy. Sales of 300 bales at 75@87½c. ℔ 100 lb.

TALLOW—A firm market; the demand is fair for export. Sales of 21,100 lb. good at 9½c.

BEESWAX—The market is unchanged; fair demand for home trade. Sales of 3,000 lbs. Southern and Western Yellow at 29@30c., cash.

LIME—A shade better market; demand good; the arrivals are not large. Sales of 3,000 bbls common at 97½c. Lump is selling in small quantities at $1 45.

HOPS—The demand is moderate; supply fair. Sales of 20 bales Eastern and Western at 19@21c. We hear of no sales of Foreign.

LATHS—Supply is liberal, and the demand is not quite so active; prices favor the buyer.

LUMBER—The market is lower; demand fair; supply large. Sales—Six cargoes of Eastern Spruce and Pine, at $14@14 50.

PLASTER—Steady; market firm; supply good. Sales of three cargoes of Nine Windsor at $4. We hear of no sales of Calcined.

COAL—We hear of a sale of Liverpool Orrel on terms which did not transpire.

FEATHERS—Live Geese are very scarce and wanted at 44@45c.

SALT—There is no change to note in prices. We heard of a sale of Long Port Factory Salt on private terms.

FISH is dull. 2,000 quintals Dry Cod sold ⅝ 25. Only 300 bbls. Mackerel are afloat, and prices are very nominal.

HIDES—The market is firm. 1,000 Buenos Ayres, in bond, 21 lbs., at 17½c. for Canada; 622 Salted Metamoras damaged, 36 lbs., 11c., and 1,600 Buenos Ayres, 24½ lbs., 18c.

SPICES are dull. 2,000 mats Cassia sold at 33@34c.; 500 bags Pepper at 11½c.; 300 do. Pimento at 14½. Nutmegs are dull at $1 65c., nominally. 5,000 lbs Race Ginger at 4½c.

OILS—The market is rather active. 30,000 galls. Linseed sold, in whole parcels, at 61@62c. 700 bbls. Crude Whale, on private terms. 10,000 galls. Sperm at $1 25.

SUGARS—The market is firm. 300 hhds. Porto Rico at 5¾@5½c. 2,000 hhds. Cuba Muscovados at 5¾@5½c. At auction to-day 113 hhds. New-Orleans sold at 4¾@4½c.

MOLASSES are firm. 600 hhds. Porto Rico sold at 29@30c., and 500 bbls. New-Orleans at 29@30c. 200 hhds. Cuba Muscovados at 24@26c.

COFFEE—The market is active. 1,200 bags Rio sold at 9½@9¾c., 600 do. Laguayra at 9¾c., 200 do. Maracaibo at 9½@10c., 2,000 mats Java at 12c.

NAVAL STORES—This market is steady. 200 bbls. Crude Turpentine sold at $4 62½@$5. 500 bbls. Spirits at 33c., closing with buoyancy. 2,000 bbls. Common Rosin at $1 40@$1 45.

RICE is steady. 200 tierces sold at $4@$4 62½.

SOAP—We notice sales of 200 boxes Castile at 10½c.

HONEY—We notice sales of 50 tierces and 12 bbls. Cuba, to arrive, on private terms.

Philadelphia Markets....TUESDAY, May 3.

The steamer's advices have had no effect on the market. A sale of No. 1 Quercitron BARK was made at $25 per ton. CLOVERSEED is dull at $5 50 per 64 ℔, which is a further decline. A small lot of FLAXSEED sold at $1 37. The FLOUR market is exceedingly quiet. There is little or no inquiry for shipment, and only 500 bbls. were disposed of at $4 81½ per bbl for good brands, and $5 25@$5 50 for extra. There is a fair inquiry for the supply of the retailers and bakers within the range of $4 87½@$5 25. In RYE FLOUR and CORN MEAL nothing doing. GRAIN—Supplies of WHEAT continue to come in very slowly, but the demand is limited, and prices are unchanged. Sales of 2,500 bush. at Penna. at $1 17@$1 17½, and Red at $1 12 per bush., but principally our last quotations. RYE is steady at 63c. CORN is in fair request. Sales of 4,000 bush. Southern Yellow at 62c., and White at 57@58c., all afloat. In OATS no change; 5,000 bush. Pennsylvania sold at 43c in store. Yellow PINE SOAP BOARDS are dull. A cargo sold at $15 per M feet. WHISKY is dull and lower; 200@300 bbls. sold at 23½c. and hhds. at 21½c.

Receipts of Produce.....MAY 3.

By the New-York and Erie Railroad—600 bbls. Flour, 62 do. Whisky, 130 tcs Hams, 300 sacks Oats, 4 bales Wool, 3,382 sides 41 rolls Leather, 47 head Cattle, 68 bbls. Apples, 7 do. Potatoes, 27 bdls. Deer Skins, 2 bbls. Seed, 26 casks Ashes, 25 do Beans, 240 do. Eggs, 176 pcks. Butter, 62 bales Hay, 7 hhds. Tobacco, 6 bbls. Pork, 3 pcks. Furs, and 3 do. Feathers.

By the North River Boats—1,029 bbls. Flour, 340 do. Whisky, 13 do. Ashes, 3,000 bushels Wheat, 1,150 do. Barley, 3,300 do. Oats, 75 bales Hay.

Ocean Steamers.

LIST OF STEAMERS FOR THE MONTH OF MAY.

Arabia	From N. York	May 4..For Liverpool.
Union	From N. York	May 5..For Aspinwall.
Uncle Sam	From N. York	May 5..For Aspinwall.
Georgia	From N. York	May 5..For Aspinwall.
Star of the West	From N. York	May 5..For San Juan.
Merlin	From N. York	May 7..For Bermuda, &c.
Humboldt	From N. York	May 7..For Havre, &c.
James Adger	From N. York	May 7..For Charleston.
Canada	From Boston	May 11..For Liverpool.
Southerner	From N. York	May 11..For Charleston.
City of Glasgow	From Philadelphia	May 14..For Liverpool.
Pacific	From N. York	May 14..For Liverpool.
Marion	From N. York	May 14..For Charleston.
Asia	From N. York	May 18..For Liverpool.
Hermann	From N. York	May 21..For Bremen, &c.
Glasgow	From N. York	May 21..For Glasgow.
James Adger	From N. York	May 21..For Charleston.
Black Warrior	From N. York	May 25..For Havana, &c.
Niagara	From Boston	May 25..For Liverpool.
Southerner	From N. York	May 25..For Charleston.
——	From N. York	May 28..For Liverpool.
Marion	From N. York	May 28..For Charleston.
Europa	From N. York	June 1..For Liverpool.

STEAMERS TO ARRIVE FROM EUROPE.

Asia	Sailed from Liverpool for New-York	April 23.
Hermann	Sailed from Southampton for New-York	April 27.
Niagara	Sails from Liverpool for Boston	April 30.

Passengers Sailed.

In bark Nimrod, for Port Philip, Australia—Griffin Chamberlin, H. Jackson, W. Douglas, B. Mortmer, Y. C. Goetchius, J. H. Andrews, M. J. Beach, J. McGregor, S. A. Green, L. E. Rend, A. A. Champion, C. Shumeway, G. A. Hall, Wm. A. and Catherine Hall, A. Mann, Mrs. Powell and daughter, A. D. Shepherd, R. Cameron, C. Cameron, Jas. Clouston, H. Clouston, T. Hamilton, A. Irwin, T. Irwin, R. Burrell, S. Peters, E. Long, Y. Philips, J. Kitt, L. Yoh, C. Long, Wm. White, F. Long, W. Wittitt, R. Gerstebore, J. B. Travers, R. Tanley, C. Mizel, C. B. Withington, R. P. Daxton, Mr. and Mrs. Gohagan and daughter, J. J. Hadley, lady and 3 children, J. F. Bauber, Z. McCann, E. McCann Wm. Johnson, J. Walbrook, S. Johnson, J. Johnson, Thomas Stowe, James Bee, John Coombe, Christian W. Wilson, Daniel Mitchell, John Marshall, John Kelly, Egbert Jackson, J. O'Farrell, Lewis Lewis, M. Keeler, A. Matthews, J. Moorland, N. Lawrence, B. Harper, James Fairbanks, E. J. Belyea, J. D. Fraser, Frank Courtley, J. J. Shaddale, Robert McVicar, A. McVicar, L. Manaiva, A. Manaiva, T. McKnight, A. Oliver, M. Brennan, P. Bower, A. Martin, L. Daniels, M. Lehsey, M. Coffing, G. Wiley, D. Wilson, W. McGlaffery, O. F. Bell, S. Barnsley, L. Beery, T. Bowen, F. Holberton, J. Francis, S. Murdock, T. Parke, J. Corson, J. Pound, E. Howes, G. N. Singer, J. J. Overall, C. L. Wade, F. Ward, E. Howes, lady and children, A. Kerwin and lady, J. C. Williams, J. Mitchell, W. Higginbottom, T. Little Rock, Ferguter, lady and child, H. Frieling, Chas. Thompson, J. Anson, E. Giellett and lady, J. Ellam, I. Ramsdale, J. Doherty, A. Chamberlain, Geo. Maloney, Arch'd Syme, John Ammam, F. Bowles, Wm. Johnson, John Cocks, Owen Murray, Geo. Mackie, Joseph Groom, James R. Stewart, David Hector, William Ermier, Frank Ermier, J. Ida Welsh, W. H. Power, E. W. Atherton, A. Wright, David F. Huber, James Bedwell, lady and 2 children, James Heywood, Peter Williams, William Renner, John B. Percival, Wm. Lee, James Donelly, A. Cochran, Wm. Gartshore, Chas. Gordon, John Mackey, John Young, Thos. Weir, John Montgomery, Daniel Leary, John Finlay, James Chambers, Dennis Wood, Joseph Freikinder, David Robinson, Wm. Vincent, Jas. Manhell, Chas. Thompson, Evan Thomas, John M. Dowson, P. H. Walker, B. Carpenter, Wm. Carpenter, Thomas Hearne, John Law, Thos. Philips, James Philips, A. Baker, Alex. Mills, W. R. Mills, Thomas Mills, Geo. Snow, Dennis O. Conner, John Thomas, B. Lowe, M. D. Wagoner, Mrs. Hall, G. E. Hall, T. A. Hall.

Passengers Arrived.

In bark A. B. Sturges, from St. Jago de Cuba—C. H. Atwell, J. Stevens, R. Mold, Messrs. Modeste, Rose, Martine, Carroy, lady and three children.

MINIATURE ALMANAC.....THIS DAY.

SUN—Rises.....4 34 | Sets.....7 — | MOON—Rises.....3 32m

HIGH WATER.....THIS DAY.

Sandy Hook 1.... 4 34m | Gov. Island....5 44m | Hell Gate.... 7 23m

MARINE JOURNAL.

PORT OF NEW-YORK.....MAY 3.

Cleared.

Steamships—Arabia, Judkins, Liverpool, E. Cunard; John Marshall, Clark, Charleston, Geo Bulkley.

Ships—John Spear, Spear, St. Stephens, N. B., J. T. White & Co; Gaston, Blanke, Antwerp, Schmidt & Balchen; Lady Russell, (Br) Sinnot, Quebec, Barclay & Livingston; Fairfield, Loveland, Charleston, Geo Bulkley.

Barks—Calawa, Littlejohn, Cardenas, master; Truman, Linnell, Gibralter, J. L. Darby.

Brigs—Elizabeth Wood, Cawley, Cork and a market, I. S. Innes; Sawyer, Mills, Pensacola, N. S., J. S. Whitney & Co; Geo. Washington, Knowlton, Wilmington, master; Maria, Bondont, St. Johns, N. F., J. S. Dealy; Martha Rogers, Easton, Wilmington, R. W. Trundy & Co.

Schooners—Felipe, Jesbee, Suffolk, H. H. Tallman; J. H. Johnson, (Br) Johnson, Harbor Island, J. J. Muller & Co.; Oregon, Cook, Mayaguez, P. R., Onatavia & Co; Calliope, Landy, St. John, N. F., A. Leary; Merlin, (Br) Cole, St. John, N. B., master; Hendricks Hudson, Lewis, Nassau, (N. P.) Smith & Caines, Pettigrew, Jacksonville, Ingalls.

Barge—Delphin, Stackhouse, Philadelphia, J. & N. Briggs.

Cleared 3d, bark Ottawa, Brooks, for Rio Grande, Brazil—not Savannah, as erroneously reported.

Arrived.

U. S. M. steamship James Adger, J. Dickinson, Charleston, mdse, and passengers, to Spofford, Tileston & Co. The J. A. left Charleston Saturday night, 12 o'clock.

U. S. M. steamship Florida, Woodhull, Savannah, April 30, 5 P. M., to Samuel L. Mitchill. Experienced severe head winds to Hatteras.

Ship Siddons, (packet) Brizze, Liverpool, 30 days, mdse, and 421 passengers, to John Collins. Has had 2 deaths and 2 births on the passage.

Ship Isaac Allerton, Sears, New-Orleans, 24 days, mdse, and 29 passengers, to W. Nelson & Sons.

Ship Wm. Penn, Lott, (of Bath,) Small, Liverpool, mdse and 360 passengers, to R. P. Bonn.

Ship Lady Peel, (Br) Johns, Cardiff, 46 days, iron and 8 passengers, to Barclay & Livingston. April 19, lat. 41 16, long. 25, exchanged signals with ship Briard for Philadelphia; lat. 44, long. 41, spoke Plantagenet, fm. Cardiff for New-York. 1st inst., 60 miles N. E. of Nantucket South Shoal, saw steamship Arctic, hence for Liverpool.

Ship Indiana, Griffin, New-Orleans, 16 days, mdse, to W. F. Frost.

Ship Wm. Penn, S. Warton, Gates, Havre, 21 days, mdse, and passengers, to J. H. Brower & Co

Bark A. B. Sturges, Avery, St. Jago de Cuba, 15 days, sugar, to J. & J. B. Thompson. Left no Am. vessels. 26th ult., off Cape Hatteras, passed bark Alvarado, of Thomaston, bound N.

Bark Orline st. John, Rolind, Matanzas, April 15, sugar, to master.

Bark J. W. Bledget, Wood, Sagua, 20 days, hemp and dry skins, to Ed. Theodore. Left Sagua, April 25, off Sisal, spoke brig Caroline, for Campeachy. April 26, lat. 24, long. 83, spoke brig Margaret, fm. Cienfuegos for New-York; 24th, off Cape Hatteras, was in co with a large ship with a black diamond in her fore-topsail, apparently bound to Europe. The J. W. B. has been 16 days N. of Hatteras.

Bark Cochenac, (Br.) Champion, Greenock, 43 days, iron and 223 passengers, to Richard Irvin & Co.

Bark Azua, (of Providence) Crosby, New-Orleans, 15 days, mdse., to master.

Bark Pilgrim, Andros, Mobile, 15 days, cotton, to Eagle & Hazard.

Bark Meleon, (of Yarmouth,) Merrill, Buenos Ayres, and Montevideo March 8, hides, to master. Vessels left before reported. 17th March, lat. 27 44, long. 58 46, spoke ship Governor Morton, hence for San Francisco.

Bark Juniata, (of Boston,) Cheever, Buenos Ayres, Feb. 19, and Point Rattan, Feb. 24, hides, to Leland & Davidson. March 20, lat. 22 19 S., long. 35 45, ship Paragon, hence for California; March 27, lat. 14 11 S., long. 34 14, spoke ship Courier, of Boston, hence for California.

Bark Grand Turk, Trewartz, Sagua le Grand, 15 days sugar and molasses, to R. P. Buck. 2d inst., off Barnegat, spoke schr. Edward, of Ellsworth, fm. Wilmington, N. C. for Boston.

Bark Goldfinch, Ryder, New-Orleans, 15 days, cotton, to Crosby & Crocker. 23d April, lat. 29, long. 79 spoke schr. Minna, fm. Cuba for New-York.

Brig Naritiska, (of Hallowell,) Nelson, Crabbe Island, P. R., 15 days, sugar, to M. M. Freeman. Left no Am. vessels 24th ult., lat. 32, long. 72 43, spoke brig Rainbow, fm. Porto Rico for New-Haven.

Brig Devonshire, (Br.) Wallneton, Bermuda, 9 days, potatoes, &c., and 4 passengers, to Middleton & Co.

Brig Etna, (Br.) McKeller, Cienfuegos, 24 days, sugar, to P. I. Novins & Co.

Brig Dido, (of Machias,) Small, New-Orleans, 15 da., mdse., to master.

Brig Benicia, Jones, Darien, Ga., 11 days, ship timber, to S. H. Rokenbaugh.

Brig Brothers, (Br.) Muire, Bordeaux, March 17, brandy, to D. St Amant.

Brig Zenobia, (of Camden,) Castleton, Nuevitas, April 20, sugar, to master.

Brig Catherine Rogers, (of Pittstown,) Burk, Attakapas, 13 days, sugar, to Peck & Lyman.

Schr. Silas Wright, (of Rockland,) Johnson, New-Orleans, 22 days, park, &c, to R. W. Trundy. 30th ult., lat. 34, long. 73, spoke ship Caledonia Brander, fm. New-Orleans for Philadelphia.

Schr. Empire, Smith, Savannah, 7 days, cotton and rice, to Sturges, Clearman & Co.

Schr. Lamartine, Tyler, Wilmington, N. C., 6 days, naval stores, to N. L. McCready & Co.

Schr. Linnet (Br.) Holden, St. John, N. B., 10 days, ship timber, to Kelley & Smithers.

Schr. Compromise, Stevens, Cantwell's Bridge, Del., 2 days, corn, to B. N. Fowler.

Schr. L. P. Smith, Stubbs, Wilmington, 5 days, naval stores, to Dollner & Potter.

Schr. Thomas Dennison, Chamber, Wilmington, naval stores, to B. Blossom & Son.

Schr. Dacotah, Mankin, Wilmington, 5 days, naval stores, to Howes & Murray.

Schr. Ann D. Mott, Georgetown, 6 days, flour, to Sturges, Clearman & Co.

Schr. Abeona, Atwood, Philadelphia, 4 days, coal, bound to Boston.

Schr. Brazos, Dickenson, Philadelphia, 4 days, coal, bound to Bridgeport.

Schr. Isaac Hinckley, Hayes, Virginia, 5 days, pine wood.

Schr. Joseph Henry, Kirby, Jacksonville, E. F., 10 days, lumber, to master.

BELOW—Br. bark Marina, fm. Newport. Also, 1 ship, 1 bark and 1 brig, at sunset.

WIND—Light from South.

[By the Sandy Hook Magnetic Telegraph.]

THE HIGHLANDS, May 3, 1853—Sunset.

Wind moderate from the S.—weather hazy.

Two ships in the Lower Bay. Ship W. H. Wharton, fm. Havre, and propeller Parker Vein, fm. Baltimore.

Also, 1 ship, 1 bark and 2 brigs in the Offing.

Foreign and Coastwise arrivals at the Port of Philadelphia, during the month of April, 1853, copied from the Custom House Books: Foreign, ships 8, barks 11, brig 30, schooners 9—total, 43. Coastwise, ships 1, barks 9, brigs 19, schooners 368, sloops 137, steamers 91, barges 748, boats 981—total, 2,261.

By Telegraph.

BOSTON, May 3—Arr. ships Beverly, Shanghae via New York; B. Aymar, Apalachicola; bark St. Jeannes, (Prus.) Liverpool; brigs Orline Gross, Belg.) Antwerp; Elizabeth, (Br.) do. Alnwick; bark Selah, Philadelphia; schrs. Highlander, Savannah; Elizabeth, Geo. Hoffman, and Thomas Ireland, Philadelphia.

Spoken, 24th ult., 120 miles S. E. of Sandy Hook, ship Hornet, from New-York for San Francisco.

[From our Correspondent.]

PHILADELPHIA, May 3—Arrived—Steamship City of New-York, Matthews, Boston; barks Mandarin, Campbell, Cienfuegos; Oak, Ryder, Boston; brigs Mary Perkins, Nickerson, New-York; Mail, Baker, Boston; Victoria, Hall, Nassau, N. P.; schrs. B. Peck, Delany, N. Londen; Boston, Kelly, New-York; Ethel, Jarvis, Bridgeport; steamer Mars, Green, New-York.

Cleared—Bark Jno. Wisk, Ames, Rio Grande; brigs, A. Vincent, Combes, St. Thomas; W. Crawford, Perry, Cardenas; schrs. E. S. Thompson, Foster, Providence; Expedite, Rackett, Pawtucket; Eldad, Jarvis, Norwich; propeller B. Diamond, Stevenson, New-York; barges Venus, Cumming, do.; Grampus, Scobfield, do.; Star, Hand, do.

Disasters, &c.

SHIP N. B. PALMER, from Canton for New-York, before reported put into Fatavia Jan. 28, having been ashore; had discharged there, and proceeded to Outrost to repair, and not Sourabaya, as at first expected.

N. B. The N. B. Palmer was at Outrost Feb. 28, repairing, to sail in about six weeks.

SHIP ANGELO, of Boston, before reported condemned at Fayal, was sold March 29, for $2,800. Capt. Nicholson had written to England for a vessel to be sent to Fayal to take the cargo to London.

BRIG CHATTAHOOCHEE, OLTER, from St. Domingo City for Boston, with a cargo of mahogany, lignumvitæ and satin wood, was wrecked in March, near the island of Sacca. No other particulars given.

BR. BARK ISABELLA, at Providence from Ardrossan, has experienced heavy weather; on the 1st inst., during a gale from N. W., sprung a leak, and were compelled to throw over about 15 tuns iron to ease the vessel. March 30, lat. 45 44, lon. 45, passed the wreck of a ship of about 1,000 tuns burden, abandoned, with nothing standing but mizenmast and bowsprit; had poop deck, and was painted black with white ports; was high out of water, apparently cotton loaded, and appeared to have been dismasted but a few days previous. It being dark, and blowing heavy at the time, could not board her.

SCHR. AUGUSTA, (of Barnstable,) Cash, from Boston for Danvers, was capsized in the heavy N. W. blow on Sunday afternoon below Salem; crew taken off by schr. Frank, and carried into Salem. The Augusta now lies about half a mile east of the house, and immediate preparations will be made for righting and towing her up.

BARK HANNEMANN, Pleasants, at Norfolk, in 76 da. fm. Liverpool, encountered heavy weather on the passage. She made the run to the westward of the Banks in 13 da., and when in lat. 43, lon. 50 43, encountered a strong gale, which continued nearly the remainder of the passage. Passed several spars, breast hooks