the S. S. Lewis was made public, the quotations fell off ½ to 29¾, a decline of 2 per cent. since yesterday. It was offered at that price at the close. At the Second Board over 2,000 shares were put in the market, and the sales of the day were 6,000 shares. Canton sold at 31¾. Morris was steady at 23. The premium Railroads, excepting New-York and New-Haven, are firm; that stock has declined to 105. Utica and Schenectady sold at 192½; Syracuse and Utica 183, and full prices were bid for the other descriptions. For Crystal Palace new stock 140 was bid. Some $30,000 Government 6s, sold at the previous rate, 120. Railroad Bonds and State Stocks are quiet. At the Second Board the decline in Nicaragua had an unfavorable influence, but the market generally was steady.

In Exchange there has not been a very large business but the market is firm at 9@10 ₱ cent. for sterling. The asking price of leading bankers at the close being 10 ₱ cent., and the bulk of the sales at 9¾ ₱ cent. Francs 5.15 @5.13¾.

There is not much doing in Freights. To Liverpool Flour is 2s.; Grain, 10,000 bush. 6d.; Cotton, 500 bales 9-32d.@5-16d. The quantity of Cotton offering is large. To London, 800 barrels Flour 2s. 3d. To Havre, some Cotton has been taken at ⅛c. and to other Continental ports 500 or 1,000 bales ⅛@9-16 cent. The market is dull for California. The ship Angelica, 15 years old, 400 tons, was sold for the Australian trade at $15,000.

At the Sub-Treasury the receipts were $151,494; payments, $119,983; balance, $7,070,804.

There is no change to notice in the Money Market, excepting a growing supply of capital seeking employment on call at 6@7 ₱ cent.

The session of the Mining Board was not very fully attended, and the only sale made was 300 shares Phœnix Gold Co. at 62, seller 3. The quotations are as follows:

	Bid.	Ask'd.		Bid.	Ask'd.
Middletown Silv. Lead..	2½	3½	National Copper.....	1½	3½
Ulster	1½	2	Feltons.....	2½	3
Potomac Copper.....	3	3½	Malone Sandstone.....	3	4
Carroll Copper.....	4	5	Ohio Ld. & Marble Co..	19	21
North Carolina.....	9	10	Phœnix Gold.....	2	2½
Hiwassie Copper.....	2½	3	Bridgewater Paint.....	4	7
Winthrop.....	2				

There are about sixty Companies on the list.

After the morning Board, Mr. Draper sold $30,000 of the Bonds of the St. Lawrence Mining Co., at 37@35 ₱ cent.

By the Marion we have $24,000 in specie. The Domestic movement of specie is now about equal to and from this City. The steamer from Boston to-morrow will probably take $100,000 in ingots.

The dry goods market continues moderately active and steady, but without bustle. Brown Sheetings and Shirtings are in fair demand at regular prices. Bleached goods are scarcely so active. Drills are in good export demand at 8c. for browns, 8½c. for bleached, and 9½c for blues. Osnaburghs are dull with an accumulating stock. Denims are pretty active at 9½c.@9½c. for the leading styles. Stripes are quiet. Ticks are selling moderately. Printing cloths are in fair request and prices are buoyant, ranging from 4½c.@4½c. Prints are yet in request, but most for new styles, and prices are steady. Ginghams are quick of sale at 11c. Lawns are dull. Delaines are inactive, the season being over. Clothiers are buying woolen cloths more freely and prices are very firm. Cassimeres are selling in small parcels—old styles are lower. Satinets are in good request at full prices. Linseys are firmer at 21c. Tweeds and Jeans are in good demand at uniform prices. Flannels and Blankets are dull, but firm, with a small stock. Foreign goods of good and new styles are quick and firm. Broken packages are dull and slightly heavy. The importations are light again. The auctions linger, but offer nothing very striking to the buyer. The stock left over is very small. The state of the California trade for dry goods is not satisfactory and shipments are now few for that market. The last advices are not favorable to prices. Considering the advanced period of the season, trade is unusually good. The consumption has been, throughout the entire season, extremely large. The value of the goods put on the market in the four months ending 30th April, was in round numbers $32,400,000, against only $23,250,000 in the same period of last year; while stocks are uncommonly low at the close. The clothiers are the largest buyers at present, as they are buying for their fall trade; and cloths, both foreign and domestic, are in demand at buoyant prices.

The steamship S. S. Lewis cost the Nicaragua Company $225,000, and was not insured.

The loss of property by the destruction of steamers in the Pacific, during the past three years, amounts to considerably over $1,000,000, viz:

Steamship City of Pittsburgh, burned at Valparaiso	$300,000
North America, wrecked on the Mexican coast	200,000
S. S. Lewis, wrecked near Indian Cove	225,000
Independence, burned on Margaretta Island	100,000
Tennessee, wrecked on Indian Cove	100,000
Gen. Warren, wrecked on the Oregon coast	50,000
Pioneer, wrecked in San Simeon's Bay	75,000
Tenaro, wrecked on Oregon coast	50,000
Com. Preble, wrecked on Oregon coast	50,000
Jenny Lind, wrecked near San Francisco	50,000
Total	$1,250,000

A telegraphic dispatch from Detroit received some days since stated that the Governor of Michigan had signed the Contract with Mr. Corning and his party for the building of the Saut Ste. Marie Canal, but a letter written after the dispatch states that he had not signed it.

The earnings of the Macon & Western Railroad for April were:

Passengers	$1,438 78
Mail	1,015 20
Freights	13,339 74
	$20,803 72
Corresponding month last year	21,625 64
Decrease	$721 92

The Ohio and Pennsylvania Railroad receipts were, in

April, 1853	$41,494 52
April, 1852	16,337 38
Increase	$25,157 14

The Express Trains are to commence running to Crestline on the 16th of May.

The Committee of the Tontine building has declared a dividend of $70 per share, payable on demand. The Livingston County Bank has declared a semi-annual dividend of 10 ₱ cent. The Chemung Railroad a semi annual dividend of 4 ₱ cent.

The demand is good for Land Warrants and quotations are improving. Thompson quotes them: 160 acres, $170@$175; 80 acres, $85@$87; 40 acres, $43@$44.

On Friday the 13th inst. Mr. Draper will sell at auction $100,000 of the 6 ₱ cent. Bonds of the City of Jeffersonville, Ind., the interest payable in this City. This issue of Bonds, which was made by the unanimous vote of the Common Council and approved by the citizens in public meeting, was made for the purpose of grading and paving the public wharf. The taxable property of the city is now a million, and the debt is $100,000. The Charter makes it the duty of the Common Council to annually levy and collect a tax, in addition to the ordinary revenue, sufficient to meet the whole interest upon the public debt; also, a specific tax to be set apart as a Sinking Fund for their redemption.

From the quarterly returns made to the Superintendent of the Bank Department of this State, *The Albany Journal* has compiled the subjoined comparative tables, showing the condition of the Banks in this State at the dates designated by the State Officers. Much of its value is lost, owing to the late day at which it appears, but this is wholly attributable to the Banks, many of whom keep back their reports thirty and even sixty days after the dates they bear.

The following exhibits the condition of the Banks on the morning of Dec. 25, 1852, and Feb. 26, 1853. The December report embraces the returns made by 274 Banks and one Branch, including the 46 Banks in New-York City. The February statement comprises returns from 277 Banks and one Branch, making an increase of three since the previous report, two of which are located in New-York City.

The entire banking capital of the City of New-York, at the date of the last report, was $41,038 30, showing an increase in two months of $2,775,675, and being $7,246,000 more than half the entire banking capital in the State:

RESOURCES.

	Dec. 25.	Feb. 26.
Loans and discounts, except to directors and brokers	$128,136,963	$135,176,741
Loans and discounts to directors	6,126,326	6,410,204
*All other liabilities, absolute or contingent, to directors	1,624,771	1,306,983
All sums due from brokers	3,249,631	6,100,535
Real estate	4,366,018	3,383,686
Bonds and mortgages	3,262,662	3,336,008
Stocks	18,110,216	18,623,167
Promissory notes, other than for loans and discounts	135,406	108,728
†Loss and expense account	1,004,632	734,744
†Overdrafts	373,968	373,968
Specie	11,483,743	10,008,506
Cash items	20,906,241	16,144,816
Bills of solvent banks on hand	2,877,700	3,670,205
Bills of suspended banks on hand	3,076	3,281
†Estimated value of the same	2,583	2,642
Due from solvent banks on demand	14,397,722	16,002,256
Due from solvent banks on credit	146,710	176,070
†Due from suspended banks on demand	30,204	31,308
†Due from suspended banks on credit		22,072
†Estimated value of same	332	325
Add for cents		
Total resources	$219,738,543	$225,884,798

* The whole of this item, and those marked †, form no part of the aggregate.

LIABILITIES.

Capital	$65,449,703	$67,623,326
Profits	11,064,307	8,873,285
Notes in circulation not registered	322,979	343,246
Registered notes in circulation	32,893,190	29,719,768
Due Treasurer of the State of New-York	2,243,180	1,798,449
Due depositors on demand	74,323,945	79,409,326
Due individuals and corporations other than banks and depositors	1,900,669	1,346,732
Due banks on demand	26,343,115	29,634,235
Due banks on credit	700,280	817,651
Due to others not included in either of the above heads	1,663,190	3,359,694
Add for cents	408	414
Total Liabilities	$220,604,979	$223,631,328

The following table exhibits the condition of the Banks on the 4th Sept., 23th Dec., 1852, and 26th Feb., 1853:

	Sept. 4.	Dec. 25.	Feb. 26.
Loans and Discounts	$129,944,403	$134,877,200	$141,596,945
Stocks	16,728,504	18,119,316	18,634,67
Specie	9,209,615	11,483,743	10,009,506
Cash items	13,062,901	20,906,241	16,144,816
Bank Notes	2,774,106	2,877,700	3,670,205
Due from Banks	13,773,750	14,546,422	16,276,312
Capital	62,297,216	65,449,703	67,625,326
Circulation	29,964,637	29,416,100	26,663,614
Deposits	66,597,477	74,323,943	79,409,326
Due to Banks	28,796,322	29,300,352	30,472,136

The capital of the incorporated Banks out of the City of New-York, has dwindled down to $62,905,660, and in New-York to $11,030,000. Of this latter amount $1,200,000 goes out of existence this year and $2,040,000 on the following year, thus reducing the banking capital in the City of New-York in less than two years over $3,000,000. In 1857 it will be further reduced $2,440,000, thus reducing the incorporated capital more than one-half in the short space of three years.

An analysis of the statement shows that the expansion has been entirely on the part of the Banking Institutions of our City, for while they had increased their discount loans in two months nearly eight millions, the country Banks had reduced theirs in the same time nearly one million. This will be seen in the annexed table, which distinguishes between the two descriptions of Banks in the several items of increase or decrease:

	RESOURCES. City Banks. Increase.	City Banks. Decrease.	Country Banks Increase.	Country Banks Decrease.
Discounts	$7,230,503	....	....	$818,896
Discounts to Directors	397,169	....	....	113,191
Due by Brokers	345,097	....	19,300	....
Total	$7,993,299	....	19,300	932,137
Real Estate	165,867	....	39,871	....
Stocks	365,891	....	27,399	....
Specie	....	1,377,862	....	29,945
Cash Items	....	4,804,833	43,803	....
Bank Notes	202,903	....	209,604	....
Due by Banks	1,456,718	....	275,190	....
Bonds and Mortgages	69,150	....	24,911	....
	LIABILITIES.			
Capital	2,275,075	....	....	192,451
Profits	....	1,490,261	....	730,37
Circulation	....	1,428,644	....	1,325,84
Deposits	1,920,980	....	5,115,304	....
Due Banks	1,391,331	....	....	129,049
Due Others	1,966,789	....	....	672,981

The Lafarge Insurance Company has commenced business at the corner of Nassau and Cedar sts., opposite the Post Office.

The George's Creek Railroad was to be opened yesterday for traffic to Westernport, in connection with the Baltimore and Ohio Road.

The following figures give the earnings of the Vermont and Massachusetts Railroad for the last four years and for the first quarter of 1852 and 1853:

Earnings in 1849	$145,117
Earnings in 1850	172,404
Earnings in 1851	195,932
Earnings in 1852	220,860
For three months the ending March 31, 1853	54,691
For three months ending March 31, 1852	48,313
Gain in first quarter of 1853	$6,148

We collect from several letters received by the last Lake Superior mail the following items of intelligence:

At the North American mine they are cutting large masses, and anticipate shipping before the close of navigation upward of 100 tuns. At the "Cliff" they are cutting copper in the bottom of their mine nearly forty inches thick. It seems that the masses grow larger as they go down. They are still sending to the Lake from 90 to 100 tuns per month.

At the "Summit," a drift of 30 feet, shows the vein to average 18 inches wide. It is now 2½ feet wide, well filled with Copper and some silver. At the "Native Copper" they are opening a new vein, 6½ feet wide, well charged with Copper. A new vein is being explored at the Dana, but the mine does not look very well, and the same remark applies to the North-West, Albion, and Eureka. Toltec is very well spoken of. A letter from the agent says:

"Our mines are still improving as the work progresses. I have taken down the vein in the East drift; we took out 1,500 pounds of copper in small masses and barrel work. The vein is the end of the drift is from two to three feet wide, with chunks of copper sticking out in sight that will weigh 100 pounds. The East shaft, No. 3, we took down the vein, and took out a mass that will weigh 300 pounds, and from five to six hundred pounds of barrel work. The vein is two feet wide in the bottom of the shaft, with large chunks of copper sticking out the whole length of the shaft. We are getting down the copper to the Lake as fast as possible."

Another letter says: "The Farm and Toltec have a strong vein. Its course is regular and straight. The main lode is not turned around at every head of ground as the feeder was. In no part is it pinched up, although it is not rich throughout. You can depend upon it, that the ground now being opened will pay for stoping.

"The Forest mine is continuing to hold out well. Mr. Livingston is driving the work with great energy and economy. The vein is regular, and rich in small masses and stamp copper. With the exception of the Minnesota, this mine will ship more copper than any other in this district."

The Cape Mine, Iron City, Northwestern, Waterbury and Copper Falls are all improving. Of the Copper Falls Mr. Hill writes:

"Both of our mines are looking unusually well. They never appeared as well as at this time. By the middle of April I shall be able to give some account of the amount of copper in each fathom of ground where we have commenced stoping, and also by that time we shall get the deep gallery to shaft No. 1 C. F. Mine, and the gallery from shaft No. 4 to shaft No. 5 Hill Mine, after which I shall trouble you with my report. We are having fine weather, have got all the timber for the engine stamp mill on the ground, and about half the stone required."

The accounts from the Isle Royal, and Portage, on Portage Lake, are exceedingly favorable, and this is becoming the favorite location for mining enterprises. A letter-writer says of them: "The vein is fifteen feet wide, and the greatest show I ever saw. At the Bluff the vein is 7 feet between the walls, and getting richer daily. The Manitou looks well, with a 2½ feet vein of good stamp work. We give also a letter from Mr. Wm. H. Stevens to *The Tribune*, containing some information on the same subject.

In relation to "Coppers," *The Boston Post* says:

"In the Stock market 'Coppers' have been more active of late. The new Mining Board at New-York will be organized this week, and a large market will then be obtained for this species of property. There is a rapidly growing faith in the ultimate value of mining shares, upon the average, and an easy money market is likely to see many sorts advance, with no clear idea, on the part of the purchasers, of their positive or comparative worth. Copper Falls, Toltec and Forest, are the best held non-dividend 'Coppers' in this market, and any accidental decline brings in new buyers for the limited quantities offered."

It also says:

We have read the report of the government officers who tested the density and strength of of the Malone Sandstone, It is inferior to the best sienite only, in both particulars, while superior in beauty and in the ease with which it is wrought. Measures will soon be taken to introduce it extensively in this market, where the specimen slabs have already met with general approval. The concern is in energetic and respectable hands, and good judges say that the stock is likely to pay large dividends. A sale of $20,000 only, would pay 8 to 10 10 per cent. upon the present market value of the shares.

The Dayton and Michigan Railway is completed and in operation from Dayton to Troy. The remainder of the line to Sidney will be completed by the 1st of July. The entire line to Toledo is placed under contract for grading and masonry. The Cincinnati, Hamilton and Dayton Company operates this road.

The Anthracite Coal trade, for the week ending last Thursday is as follows:

	Week.	Season.	Last Season.
Reading	27,651	499,746	534,529
Schuylkill	20,241	129,434	125,092
Lehigh	20,103	82,158	....
Total—tuns	67,995	681,338	649,621

DETROIT, Saturday, May 7, 1853.

To the Editor of The N. Y. Tribune:

The mining news from Lake Superior is most excellent. Cliff and Minnesota mines are producing mass after mass of enormous size; they will even exceed what has been anticipated.

Toltic, Norwich and Forest are mines of equal promise, for the amount of ground broken. The amount of mass and barrel copper, will pay the expenses of opening the mines, and as soon as they are opened to a sufficient extent, they must pay handsome dividends.

Copper Falls, North Western, North American and North West, are also doing as well as could be expected. They will ship this season from 50 to 250 tuns each.

Isle Royale, Portage, Ripley, Washington and Webster locations, are all in the Portage Lake District, and have the same geological position, and from the late developments of the former, the latter mines may be looked upon as among the best of the district, and well worth a thorough exploration, with a fair prospect of success.

Navigation is fairly open, and a large amount of supplies, machinery, teams, &c., have been forwarded, and there is plenty of mass copper to freight the steamers back.

The steamers Northerner, Albany and London are running between Cleveland and Saut Ste. Marie, on Lake Superior; the Baltimore, Manhattan, Sam. Ward and Napoleon, will run in connection with the lower boats, and several schooners and brigs, and still the shipping is insufficient for the business.

I am, Sir, your respectfully, W. H. STEVENS.

The following are the exports for the week ending May 9:

LONDON—7,639 bushels Naval Stores, 27 cks Oil, Bones, 16,000 Staves, 1,264 bbls. Flour, 120 do. Pork, 1,200 Oars, 3 cases Pictures &c. 1,277 pkgs Tea, 150 tcs. Beef, 17 hhds. Tobacco, 8 cases Essential Oil, 6 do. R. Goods, 66 do. Specimens.

LIVERPOOL—963 bales Cotton, 906 bbls. Flour, 205 do. Naval Stores, 2,951 lbs. Cheese, 2,100 do. Manf. Tobacco, 300 cases I. R. Goods, 14,905 bbls. Wheat, 25 cks. C. C. Bones, 32 hhds. Tobacco, 4,854 gal. Sp. Oil, 23 boxes Clocks, 2 do. Straw Goods, 5 do. Books, 7 do. Cottons.

GLASGOW—655 bales Cotton, 2,241 bbls. Flour, 1,419 do. Naval Stores, 116,946 lbs. Bacon, 130 tuns Pipe Wood, 65 hhds. Bars, 601 bags do., 11 cks. Red Oil, 12,000 Staves, 31,686 lbs. Manf. Tobacco, 223 gallons Sp. Oil, 105 boxes Starch, 46 do. Furniture, 8,686 bbls. Wheat, 24,500 lbs. Leather.

LUNENBURG—8,000 bush. Wheat, 500 bbls. Flour.

HAVRE—1,800 bales Cotton, 277 bbls. Ashes, 41 do. Jewelry do. 140 do. Beef, 120 do. Pork, 28 tcs. Rice, 50 pkgs. P. Soap, 3 Carriages, 194 pkgs. Machinery, 1 case Silks, 3 do. Hardware, 11 do. Agricultural Implements, 52 cks. Bark, 242 logs Cedar, 80 cases I. R. Goods, 20,952 lb Whalebone, 1,800 do. Hams, 10 M. Cigars.

ST. PETERSBURG—1,430 bales Cotton, 800 lb Hams, 12 pcs. Japan Wood.

ROTTERDAM—36 bales Cotton, 606 bbls. Naval Stores, 152 do. Ashes, 5 M. Staves, 26,500 Manuf. Tobacco, 5 M. Cigars, 43 cks. Honey.

BREMEN—50 bbls. Spirits Turpentine, 74 bales Tobacco Stems, 1,361 lbs. Sugar.

HAMBURG—622 bales Cotton, 266 bbls. Shoe Pegs, 8½ do. Naval Stores, 6,000 Staves, 2 cks. Antimony, 80 pkgs Tea, 2,412 bags Coffee, 184 bxs. Sugar, 10 bndls. Tobacco Stems, 6,675 lb Manufactured Tobacco, 540 cs. Ex. Logwood, 352 do. India Rubber Goods, 134 pkgs. Sarsaparilla, 16 do. Sponge, 3cs. Bal. Copaiva.

ANTWERP—153 bales Cotton, 6 bbls Cod Liver Oil, 50 Ashes, 443 do. Naval Stores, 15 cases India Rubber Goods, 23,258 lb Whalebone, 50 bbls Tobacco, 40 tcs. Rice, 1,985 pkgs. Coffee, 25 do. Tea.

MARSEILLES—65,000 Staves 64 do. Chrome Yellow, 6,000 Cigars, 21 logs Mahogany, 24 pkgs. Nails, 630 gals. Rum, 3 207 lb Wax, 6 bales Jalap, 50 pkgs. Coffee.

CADIZ—10,000 Staves, 4 pkgs. Furniture.

GIBRALTAR—44,000 Staves.

BRITISH NORTH AMERICAN COLONIES—5,146 barrels Flour, 426 do. Beef, 51 Ashes, 26,597 Manuf. Tobacco, 5 M. Cigars, 43 cks. Honey.

Schooners—Frances, Beaufort, Newbern, Davison & Hodges; Iris, Chase, Pare, &c., H. K. Corning; Rebecca Waglom, Parker, Janes Hunter & Co.; Entire, Wainwright, Jacksonville, C. H. Peterson; Julia A. Meter, Halsey, Norfolk, H. H. Talman; Decorah, Morton, Wilmington, D. E. Freeman & Co.; F. A. Hawks, Cobb, Philadelphia, J. W. McKee.

Sloop—Blackstone, Ash, Providence, master.

Arrived.

U. S. M. steamship Marion, Berry, Charleston, 58 hours, to Spofford, Tileston & Co. Sunday, 9½ P. M., exchanged signals with steamship James Adger, hence for Charleston. Monday, 4 P. M., passed bark Exact, fm. Savannah for New-York; at 5 P. M., passed clipper ship White Squall, standing S.

Steamship Alabama, Ludlow, Savannah, 64 hours, with passengers, &c., to T. S. Mitchell.

Ship Newton, (of Boston) Forrester, Padang, 119 days, coffee, to Curtis, Peabody & Co., of Boston. Jan. 2 and 3, in lat. 17 18 S., long. 34, experienced a heavy gale; Feb. 18, lat. 21 20 S., long. 63 33 E., spoke bark Hesperus, 7 days out, from Boston for China; April 27, lat. 33 1 S., long. 65 13 W., spoke white ship Metacom, of New-Bedford, from Pernambuco for New-Bedford, 17 days out, 1,000 bbls. oil, all wells. April 30, lat. 29 30 N., long. 66 17, spoke white ship Brunswick, of Dartmouth, from a cruize for New-Bedford, 17 months out, with 1,700 bbls. oil; May 7, lat. 37 56, long. 73 36, passed brig Isabella, of Boston, steering S.

Ship Charles, (of Baltimore) ——, Rotterdam, Nov. 10, via St Thomas, 13 days, mdse. and 35 passengers, to master. The C. put into St. Thomas in distress, being leaky, lost spars sails, &c.

Ship Zurich, (packet) Rich, Havre, 36 days, mdse. and 346 passengers, to M. Livingston.

Ship Neptune's Car, (new clipper, 1,616 tuns) O. Lovett, Portsmouth, Va., 48 hours, in tow of steamer Hustress, to Thomas H. Sandford.

Bark Princess Charlotte, (Br) Newharn, New-Castle, 34 days, coal, to order.

Brig Midas, (Br.) King, Liverpool, 36 days, salt and 320 passengers, to W. & J. T. Tapscott. 7th inst., lat. 41, long. 68 13, ship H. M. Harwich, from Cardiff for New-York, 46 days out. The M. is bound to Quebec—put into this port to land passengers.

Bark Indiana, (of Warren) Watts, New-Orleans, 15 days, mdse., to J. W. Flavell & Co.

Bark Louisa & Caroline, Raven, Remedios, 7 days, sugar, to Kirkland & Van Hicks.

Bark Lord Mulgrave, (Br.) Cordingley, Shields, 44 days, mdse. and 27 passengers, to Barclay & Livingston. April 30, lat. 43, long. 37 45, saw Br. bark Intrepid, for New-York; May 7th, off George's Shoal, saw bark Lafayette, hence, bound E.

Bark John, (Br.) Rose, Plymouth, Eng., 41 days, in ballast and 110 passengers, to Barclay & Livingston. April 19, lat. 47 30, long. 33 50, saw bark Fawn, from Limerick for New-York.

Brig Cracica, (Br.) Davison, Bordeaux, 36 days, wine, &c., to T. W. Bayard.

Brig Abram, (of Scituate) Stevens, Curacoa, April 24, mdse., to Vose, Perkins & Co.

Brig Asia, (Br.) Calhoun, Cape Hayti, 14 days, coffee, to G. S. Whitney & Co.

Brig Commodore, (Br) Hall, Turks Island, 15 days, salt, to Tucker & Lightbourne.

Brig Richard Cobden, Elder, Cienfuegos, 23 days, sugar, to J. O Burnham.

Brig Oregon, (Br.) Carey, Port Talbot, (Wales) 36 days, iron, to Barclay & Livingston. The O. is coming in the harbor on Monday night ran ashore on Sandy Hook. She was got off by the steamer Titan (Tuesday) morning, without receiving any damage. She had no pilot.

Brig L. Copeland, (of Bangor) Partridge, Cardenas, 16 days, sugar and molasses to master.

Brig Albion, Cooper, (of Pittston) Landerkin, Gaza, 20 days, sugar, &c., to Yrazoza & Etaimne.

Brig Webster Kelly, (of Bucksport) Heagan, Ponce, P. R., April 21, sugar, &c., to Sturges & Clearman. Sailed in co. with Br. bark Gold Hunter, for New-York.

Brig Porto Rico, (of Hampden, Me.) Brown, Cardenas, 16 days, molasses to order.

Brig Argo, (of Waldoboro) Munsell, Aux Cayes, 35 days, coffee, to Lembert & Whitmore. May 4, lat 33 03, long. 72 30, spoke brig Almira, from Matanzas for Portland.

Gallot Foors Relieve, (Dutch) Pottengen, Amsterdam, 42 days, mdse. and 1 passenger, to Funch & Meincke.

Schr. Adelaide, (of Plymouth) Thompson, Attakapas, 21 days, sugar and molasses, to master. No date, lat. 25, long. 76, spoke schr. Marchioness, Kelleworth, for Havana 6th inst.; lat. 37, long. 74 30, spoke brig Alleton, from Benzer for Havana.

Schr. Martha Post, (of Saybrook) Post, New-Orleans, 15 days, cotton, &c., to E. Gilbert.

Schr. Charles Roberts, (of Rockland) Port, Key West, April 29, cotton, to J. T. White. May 2, lat. 36 20, long. 69 10, spoke ship Jersey, of Salem, from New-Orleans for Liverpool, 7 days out.

Schr. Antelope, (of Cohasset) Kelsey, New-Orleans, 16 days, corn, to S. W. Lewis.

Schr. Alegnado Micho, (Portuguese) Tinoco, Lisbon, 43 days, wine, &c., to J. A. Machado.

Schr. Deborah Midgett, Washington, N. C., 5 days, naval stores, to Bateman & Rudderson.

Schr. Pauline, Hankins, Georgetown, S. C., 6 days, naval stores, to master.

Schr. Samuel Hall, Clendaniel, Smyrna, (Del.) 2 days, corn, to Alfred, Barrett & Co.

Schr. Franklin, Davis, Wareham, 3 days, nails, to order.

Schr. Adele, Applegait, Wilmington, 6 days, naval stores, to master.

Schr. Mary Ann, Hodgins, Calais, 8 days, lumber, &c., to master.

Schr. Wm. H. Mariler, Crowell, Kingston, Jam., 16 days, coffee, &c., to Aymar & Co.

BELOW—Brig Mary McRae, Bramhall, fm. Turks Island, with salt to order.

SAILED—Ships S. F. Austin, Morse, Galveston; Texas, Merrill; Melbourne, Forest State, Pollister, St. Stephens, N. B.; Harrisburgh, Lark; Philadelphia, (Bremen.) Sanders, Bremen.

WIND—Sunrise, S.S.E.; Meridian, S.; Sunset, S.

The U. S. vessels that were towed to sea on Monday last were the sloop-of-war Vincennes, Cadwallader Ringgold, Commander; store ship John P. Kennedy, Napoleon Collins, Com'r.; brig Porpoise, Alex. S. Davis, Com'r.; and the schr. Fenimore Cooper, H. K. Stevens, Acting Lieut. Com'r., for the Pacific via Norfolk.

[By the Sandy Hook Magnetic Telegraph.]
THE HIGHLANDS, May 10—7 P.M.

Ships Ivo and Texas have gone to sea.
Ship New World still at anchor at the Spit.
A brig south of the Highlands, bound in. Wind fresh from the S.E. Weather cloudy.

By Telegraph.

BOSTON, May 10—Arr. ships Kossuth, New-Orleans; St. Petersburg, Cork; William Badger, Pacific, with 1,600 bbls. of sperm oil; barks Manso, Buenos Ayres; John Carver, and E. A. Kinsman, Matanzas; Charles Thompson, Lucy, and Gov. Hinkley, New-Orleans; Mary A. Barney, Apalachicola; brigs Caroline, San Juan, Cuba; California, Cardenas; Kossuth, Matanzas; Tyrus, Georgetown, S. C.; Falmouth, Baltimore; Juliette, St. Domingo; Radius, Jacksonville; Borneo, Savannah; schs. Courier, Richmond; David Cox, Albany; Sarah Hale, Lee, Empire, Globe, and L. Sturtevant, Philadelphia; American, Belle, Homer, Cornelia, and Harriet, New-York. Cld. ship Star of Empire, Liverpool.

SALEM, May 10—Arr. brig M. Sheppard, Pars, April 20. Left brig Chatsworth, for New-York.

NEW-BEDFORD, May 9—Arr. ship Metacom, Pacific, with 1,250 bbls of whale oil, and 150 bbls. of sperm.

DARTMOUTH, May 9—Arr. ship Brunswick, Pacific, with 1,650 bbls of whale oil, and 50 bbls. sperm.

[From our Correspondents.]

PHILADELPHIA, May 9—Arrived—Steamship City of Boston, Clifford, Boston; Brig Albatross, Cochran, Cardenas; Schrs. Rio, Nickerson, Porland; R. S. Miller, Peacock, Bristol.

Cleared—Barks Margaret, Wood, New-Orleans; Nashua, Clifford, Boston; Brigs M. C. Lowell, Booker, Mayaguez, R. R.; Oak, Hamilton, Boston; Leontice, Bradbury, do.; Schrs. Julia, Corson, Mobile; E. L. B. Walker, Little, do; Benj. F. Reeves, Shaw, New-York; Isiporium, Mawhair, Providence; R. S. Miller, Peacock, Salem; Steamer John Marshall, Clark, New-Orleans.

Disasters, &c.

THE STEAMSHIP S. S. LEWIS, which was lost on her voyage from San Juan to San Francisco, was built in Philadelphia in 1851, and valued at $250,000. She originally belonged to Harnden & Co., and was intended as the pioneer of a line of propellers between Boston and Liverpool. She was afterward sold to Coolidge & Osgood, of this city, where she was fitted up in good style to run in Vanderbilt's line of Nicaragua and San Francisco steamships. There is no insurance in this city on the steamer.

BRIG CORDELIA, Thomas, from Trinidad 20th ult., of and for Boston, went ashore north of Chatham Light, night of 8th inst., at high water, and remained hard and fast next morning of 9th. She had not received any damage of consequence.

SHIP CYGNET, which arrived at San Francisco, 7th ult., from Boston, was 7 days from Monterey with strong northerly gales.

SCHR. DUXBURY, Robbins, from Lagua for Plymouth, Mass., before reported ashore on Hampton bar, has been got off, and arrived at Norfolk 5th inst.

THE NAVAL AUX. N. P. CHAMBER OF COMMERCE, has awarded to the salvors, in the case of ship Osborne, of Kennebunk, lately wrecked there, 70 per cent., and $250 for saving stores of emigrants. On bark Wabash, 55 per cent. The schr. Capital, Campbell, was awarded $200 for services rendered.

THE HULL OF A VESSEL of about 300 tuns, waterlogged, painted black outside, and light color inside, was passed 24th ult., in lat. 37 47, lon. 56 31.

We are indebted to Edward Walter, Esq., Secretary of the Board of Underwriters, for the following copy of a telegraphic dispatch, dated

GALVESTON (TEXAS,) May 5—A gale of wind passed over our city on the 3d, at about 4 P.M., when the following damage was sustained by the shipping in port:

Ship Elisha Dennison, Latham, of New-York, in ballast, capsized—mizzenmast and other spars and sails lost; full of water, and must be a total loss [The S. Dennison is insured in this city.]

Bark Maine, of Wells, Capt. Perkins, ashore on an old wreck in 3½ feet water; badly damaged; full cargo, bound to New-York; must discharge.

Brig Lavacca, Capt. Greenlaw, of Westerly, R. I., with about 500 bales cotton on board, ashore inside of bark Maine, in 3 feet water; badly damaged; leaking; was bound for N. York, and must discharge.

Bark Cecilia, of Mystic, Conn., Capt. Stark, with about 1,000 bales cotton on board, is badly damaged in all spars, sails and rigging; will make temporary repairs and proceed.

Ship W. B. Travis, of New-York, Capt. Bolles, slightly damaged in hull; will not be detained.

Bark D. Godfrey, of Boston, Capt. Hallett, with a full cargo on boards slightly damaged in hull and sails—made temporary repairs, and has gone to sea.

Steamboat Washington, of Galveston, Capt. Quick, is ashore some 200 yards from where she can float, a perfect wreck; survey will report a condemnation.

Very great damage has been done others than the above.

Whalers.

Arr. at Holmes's Hole 7th, ship Pocahontas, fm. North Pacific Ocean, last reported with 300 bbls. sp., 1,500 wh. oil.

Arr. at New-Bedford 7th, ship Gov. Troup, Coggeshall, N. Pacific Ocean, Honolulu 125 days, with 2,100 bbls whale, 800 do. sp. oil, and 30,000 lbs. bone on board; sent home 800 bbls. sp. oil on the voyage. Spoke Jan. 13, lat. 21 S., lon. 160 W., bark Louisa, Wyatt, of and for New-Bedford, 250 sp., 1,250 whale; same time, ship Metacom, Bonney, of and for do., 150 sp., 1,500 wh.

Also, arr. bark Hope, Robbins, Indian Ocean, Cape Town, Feb. 28, with 2,500 bbls. whale, 135 do. sp. oil, and 45,000 lbs. bone on board; sent home 80 bbls. sp. oil on the voyage. Reports at Rocatongo, Jan. 20, ship Brunswick, Wing, Dartmouth, 1,600 (200 sp.) for home next day; same day, Selim, Landra, New-Bedford, 1,600 wh., for home next day.

Also, arr. 9th, ship Charles, Manchester, Pacific Ocean, Talcahuana Feb. 1, with 70 bbls. sp., 700 do. wh. oil on board; sold 250 bbls. whale oil on the voyage. Spoke March 20, lat. 40 S., lon. 53 W., ship Marcia, Wing, New-Bedford, 320 sp., 1,250 wh., cruising, expected to be at home in July. The Marcia reported speaking a week previous, cruising upon the same ground, ship Nassau, White, N. Bedford, and taken no oil since leaving Sandwich Islands.

Also, ship Sally Ann, Andrews, N. Pacific Ocean, Maui, Nov. 9, Petropavlovsk Feb. 26, with 1,100 bbls wh. 200 do. sp. oil, and 13,000 lb bone on board; sent home 4,000 lb bone. Spoke April 23, lat. 31 50, lon. 71 16, schr. Alfred, Gifford, N. Bedford bnd. to Western Islands, had not seen a whale in 9 months.

Also, arr. bark Sea Flower, Bolles, Atlantic Ocean, with 50 bbls. sp. 15 do. blackfish oil. Spoke April 10, lat. 29 N., lon. 68 W., bark George & Mary, Meachem, Newport, 150 bbls sp. oil.

Sld. fm. N. Bedford 7th, bark America, Atlantic.

Sld. fm. do. 8th, bark (late brig) Mary Ann, for the Atlantic.

Arr. at Stonington 7th, schr. Flying Cloud, Wilcox, 63 ds. fm. South Shetlands, Pernambuco April 9, with 50 bbls. elephant oil. Sld. fm. Pernambu