till 30th June, when, if the arrangements for Consolidation have been accepted by the Stockholders, they will be opened until the 2d July for transfers.

Advices to April 16 from the Superintendent of the Isle Royale Mine, state that sixty tuns of Copper have been taken out,—a larger yield than any other mine on Lake Superior, in proportion to the amount of work done, and the depth to which the shafts have been carried. The vein, which is one of the largest ever seen, being over 12 feet wide, continued to present the same astonishing richness. Three shafts are being sunk, and an adit connecting them together, is opening.

Letters from Mr Dickinson, the Superintendent of the Bohemian Mine, to May 1, report the discovery on the Piscataqua location, belonging to that Company, of one of the largest and most promising veins on the Ontonagon. On running in but a few feet distance, enough mass Copper has been exposed, as it is estimated by good judges, to pay all the expenses hitherto incurred in opening its works.

The Illinois Canal Lands sold at $4 to $16 ⅌ acre, the latter for timber lands. This is largely in advance of the estimate.

The Bonds and Mortgages belonging to the Farmers' Bank of Onondaga were sold at auction on Thursday last, and brought $13,505. *The Evening Journal* says:

"The Bonds and Mortgages thus sacrificed were deposited with the Superintendent for $50,317, which sum was represented by men of high character and good judgment to be but two-fifths of the value of the lands mortgaged.

"All experience, so far, has shown the insecurity of Motgages as a basis for Banking. Such a sacrifice, when there is no money pressure, and when Lands in Western New-York are worth from 25 to 30 ⅌ cent. more than on any former occasion, teaches a lesson that *ought* to be useful

"The Bond and Mortgage Banking system is unsound and dangerous. On all such securities, when Banks have failed to redeem their circulating notes, there has been heavy losses. And what, in a season of pressure so severe as to blow up a dozen Banks, would Bonds and Mortgages be worth?

The ease with which Bonds and Mortgages are obtained —for they are made to order when a Bank cannot obtain Stocks—is the cause of Bank Expansions. They will, sooner or later, be the cause of Bank Suspensions—and then the bill holders will find that they have leaned upon broken reeds."

The South Bend Register gives the following *resumé* of the facts of the late collision between the train of the Northern Indiana and Michigan Central Railroad Co.'s:

The determination on the part of the Michigan Central Railroad and its friends to make it appear that the Michigan Southern Railroad is exclusively to blame for the loss of life at the fatal collision, induces us to bring together all the facts in the case, from the first to the last, that the public may see them in a connected shape, at one view.

1. At the place where the accident occurred, the track of the Michigan Southern and Northern Indiana Railroad was laid down, long before the Central's.

2. When the Central determined to cross their track, and to have a level crossing, Mr. Jervis objected most strongly, declaring that it would inevitably hazard life and limb.

3. The Central still insisting, the Directors of the Southern Road held a meeting and declared that crossing on a bridge would be the only safe mode—that they could not agree to any other, proposed that a Joint Committee of both Roads should agree upon the mode and manner of crossing, and stated further that if they could not agree, they were willing to refer it to arbiters for adjustment, according to the Central's own charter.

4. Mr. Jervis further proffered, on the part of the Southern Road, to pay part of the expense of the bridge crossing.

5. Mr. Wm. Jervis states that on the 24th of April, 1852, Mr. Mason, the Central's Engineer, assured him that he would not disturb the Southern track, without giving timely notice to them.

6. On the 7th of May, despite this pledge, he cut the rails of the Southern Road, put in "a frog" for crossing, and *afterwards* notified them of the fact.

7. Mr. J. B. Jervis, on the 10th of May wrote in reply to this *ex post facto* notification, strongly condemning the Central for their high handed and unwarrantable course; protesting that a level crossing, such as had been put in, would render traveling extremely dangerous, and place the lives of passengers on both roads in great jeopardy: again reiterating that a bridge was the only safe mode; and again offering to leave it to arbitration.

8. This being declined, Mr. Jervis told Engineer Mason that he would have the frog removed; but Mr. Mason replied that he should protect it by force, and actually stationed a large party there who guarded it both by night and day. Rather than cause a riot, the southern gave way, and *thus* the Central carried their point.

9. The testimony all concurs that, on the night of the fatal accident, the Central had no head-light out on their engine, which Engineers and Superintendents know should be on every night train. The Central's Engineer knew it for, when his light would not burn, he testifies that he asked the officer in charge of such things at Michigan City to have it fixed; but it was neglected. If it had been burning that night no accident would have occurred.

10. The Southern's train was fully equipped with lights, and was seen by the Central's, as is testified, "a mile and a half off." The Central's would have been seen at an equal distance by the Southern's, if it had been equipped with lights, as it should have been. And, in that case, the accident would not have occurred.

11. The very instant the Southern's Engineer saw the sparks of the Central's locomotive, he whistled down the brakes, and reversed the engine, but was too near to avert the collision.

12. The Central's Engineer testified, in the plainest language, that if he had reversed his engine after he saw the Southern's light, he could have stopped his train before he came to the crossing; but that he went on, because he supposed he was entitled to the track, as he would have been if he had had a train that could have been seen. He also testified that if he had not whistled down the brakes he would have been out of the way; but as it was, he was at the snail's pace for a railroad, of four miles per hour at the crossing. If he had not taken the half way course that he did—if he had either stopped entirely or not stopped at all, or if he had reflected that he could not be seen for want of the light a tenth as far as he could see other trains—the accident would not have occurred.

13. Two nights afterward, the Southern's train, as it was going *toward* Chicago, when by the rule, it was entitled to the crossing, heard the whistle of an approaching train on the Central. It returned it; but the Central rattled on, and the Southern's Engineer, by promptly whistling on the brakes, and reversing his engine, stopped his train but a few rods from the crossing, and thus barely avoided a collision; when, by the rule on which the Central lays such stress, the Southern had the right to the track. Mr. Moore then issued his order commanding a dead stop at all the crossings; which example Mr. Brooks, as we judge by the above article in *The Advertiser*, refuses to follow.

And yet in spite of these stubborn facts, the friends of the Central Road attempt to shoulder the whole responsibility of the disastrous collision upon their rival. The above will show what grounds they have for their attacks. And though, in the great contest for passengers from Chicago East, the Southern line will lose, by its stoppages at these crossings, nearly half an hour, which the Central will gain by its refusal to stop, we believe the traveling community will award the praise to Mr. Moore which he deserves, for holding their lives as a little more precious than a small saving of time in the running of his trains.

P. S.—Since the above was in type, we find in *The Chicago Journal* of last Monday, the following letter from the Southern Road to the Central, written three months *before* the accident on which we are commenting; and which was intended to induce the latter road to run the trains more carefully at the crossings. *The Chicago Journal* in publishing it, concedes that it shows the Southern Road to have been "comparatively more thoughtful for the safety and welfare of passengers."

OFFICE OF THE NORTHERN INDIANA R. R. CO.,
CHICAGO, JAN. 4, 1853.

To Mr. Forbes, President of the Michigan Central R. R. Co.:

SIR: On the 13th ult. your passenger train crossed our track in Porter Co., Indiana, at a speed estimated to be full twenty-five miles per hour, and so close in front of our train (moving at a moderate speed) that the utmost effort of our trainmen was barely sufficient to prevent their running into our train. Under any circumstances, it would be hazardous to cross a frog of the kind used in such cases at the speed mentioned.

Last evening, at dusk, your freight train crossed directly ahead of our passenger train, at a high speed for a freight train, and they only cleared the track before our engine was on the crossing. I was on the train last evening, and saw the train cross as above stated.

Your good sense will advise you, that such a system of running will probably lead to serious accidents; the fact that it has not already resulted in a collision on the crossing We shall of course do all we can to avoid the loss of life. At the same time it is proper that I should notify you that we hold your Company responsible for any damage that may occur by your running trains across our track. While we protest that you run across our track without legal right, and that we hold you responsible for all damage to persons or property, that may arise from your illegal crossing, we regret that the lives of the travelling public should be put in jeopardy by the reckless manner in which your agents exercise a mere sufferance. They could hardly do less than to cautiously keep out of the way of our trains. Believing that your Company would not be willing to unnecessarily hazard the safety of travelers, we have thought proper to communicate the facts, that you may give such instructions to your agents as will lead to a more cautious proceeding.

JOHN B. JERVIS, President.

Importations of the week ending, Friday, MAY 13, 1853: 139 casks Bleaching Powder, 294 do. Beer, 15,000 Fire Bricks, 1,854 tuns 356 chaldrons Coal, 27,285 bags & bbls. Coffee, 211 boxes 111 bbls. 21,720 lbs. Copper, 62 casks Chicory, 331 bales Cotton, 46 cases 90 casks Cheese, 456 bags Cocoa, 86 bales of Cochineal, 19 casks Powder of Argols, 11 casks Argols, 106 do. Madder, 270,500 lbs. Logwood, 200 pieces Fustic, 8 casks Indigo, 44 puncs. Baywater, 16 demijohns do., 21 casks Asphaltum, 362 cases Liquorice, 486 bales Liquorice Root, 78 cases 3 bbls. Balsam, 52 bales Bark, 1,511 casks Soda, 52 casks Soda Ash, 4,397 casks Bicarbonate Soda, 291 casks 20 tcs. Alkali, 40 bbls. Ammonia, 478 bags 6 bbls. Gums, 21 casks Cream Tartar, 10 ⅌ pipes Copavia, 240 pkgs. Dry Goods ⅌ Ashburton, 780 do. ⅌ steamer Glasgow, 138 do. ⅌ Empire State, 377 do. ⅌ Zurich, 812 do. ⅌ Hermann, 238 do. ⅌ Liverpool—total 2,665 packages, 90 bales Flax, 224 bbls. 197 half do. Flour, 1,635 kegs Herring, 9 bbls. Tripe, 32 do. 32 drums 52 boxes Haddock, 567 quintals Codfish, 67 bbls. Halibut, 1,000 bbls. Gypsum, 93,240 Pine Apples, 1,000 Cocoanuts, 100 bags Walnuts, 150 do. Filberts, 1000 bags Brazils, 42 bbls. Oil, 22 serooms Almonds, 2,550 boxes 300 kegs 100 half do. Lemons, 6 134 box. 50 half do. Oranges, 460 bags Olives, 60 do. Dates, 2,090 bbls. 4,772 hhs. 351 ½ do. 92 qr. do. Raisins, 40 cases Fruits in Brandy, 262 cases Preserved Fruits, 2,622 bbls. Prunes, 40 cases do. 10 bbls. 166 tcs. 123 bbls Honey, 14 bbls. Plumbago, 17,302 Hides, 533 Goat Skins, 42 casks Skivers, 4 bales Furs, 1,498 Sheep Skins, 74,493 Horns, 1,476 bdls. 57,336 bars, 2,167 bdls. sheets, 10,833 rails, 335 tuns pig, 2,043 bdls hoop, 347 plates, 675 bdls wire Iron; 135 baskets, 336 bags, 24 box. 33 bbls., and 1,009 bdls. India Rubber; 14 cases and 6 bales Leather; 8,781 bars, 3,109 pigs, and 3,000 ⅌ Lead; 400 bales Matts; 48 casks yellow and 235 ⅌ brass Metals; 3,691 hhds. 134 tcs. 245 bbls. 264 half bbls. Molasses; 1,411 casks Mineral, 4 do. Spermaceti, 3 do. Cod Liver, 7 do. Rape Oil; 166 boxes Wine Lard, 1,060 kegs Red Lead, 100 casks Ochre, 100 do. Red and 4 bbls. Verdigris Paints; 330 tuns Plaster; 26 cks. Pickles; 49 bales Rags; 6,100 bls. Rattans; 333 tuns, 15,452 bushels 1,200 bbls. and 500 sacks Salt; 299 cases, 3,800 boxes, 50 half do., 641 qr. do., 173 6th do. 1,332 tenth do. and 200,000 Cigars; Spirits, 35 casses Absynthe, 90 puns Rum, 550 casks, 1,000 butts, 225 half pipes, 600 qr. casks, 267 bbls. of Brandy, 21 ⅌ pipes Gin; 332 casks, 293 bbls Steel, 22 boxes Soap; 10 casks Clover Seed; 363 cases Sardines; Spices, 371 bdls. Cassia, 360 Pimento, 120 bbls. Ginger; 6 cases Turtle and 2 hhd. Conch Shells; 12,644 bbls. 286 tcs. 953 bbls. and 2,589 boxes Sugar; 806 bales Tobacco; Tin, 6,744 boxes Tin Plates, 2,197 Slabs, 1,500 tuns Plates; 12 casks Vinegar; Woods, 192 logs Rosewood, 93 Cedar, 1,038 logs Mahogany; 262 bales Wool; 460 pkgs. Whalone; 1,299 casks, 419 butts, 11 pipes, 88 half do., 1,665 qr. casks, 5,449 boxes, 2,902 baskets, 611 bbls. and 195 octaves Wines.

Markets.....CAREFULLY REPORTED FOR THE N. Y. TRIBUNE.
SATURDAY, May 14.

ASHES—The market is without change. The demand is fair at $5 for Pots and $5 50 for Pearls.

COTTON—The market is easier, as the advices from Liverpool fail to report an advance, which was expected. 1,000 bales only were sold.

FLOUR AND MEAL—Under the influence of the less favorable advices from Europe by the Atlantic, prices of the low grades of State and Western Flour have slightly declined; the demand is less active for export and the East, but is fair for the home trade. The arrivals are not large, and there is little accumulation of stock. Canadian is steady, but very quiet; sales of 250 bbls at $4 75. The sales of Western Canal are 7,600 bbls., at $4 56@$4 62½ for common to straight State; $4 75@$4 94 for mixed to fancy Michigan and Indiana and common to good Ohio. Southern is in better demand, in part for Porto Rico and South America; sales of 2,400 bbls. at $5 12½@$5 31 for common to good brands Baltimore, Alexandria and Georgetown, and $5 62½@$6 75 for fancy brands. Rye Flour is better and in fair demand; sales of 100 bbls. fine at $3 87½@$4. Corn Meal is scarce and rather better; sales of Jersey at $3 06@$3 12½

GRAIN—The supply of Wheat is not large although increasing, and prices are easier. Sales of 7,800 bbls. prime Ohio, part delivered, $1 29; 300 bushels good Red Ohio at $1 16. There is no Southern here. Oats are not plenty, and the demand is good for the trade at 46@49 for State and Western, and 44@46 for Jersey. Barley is quiet at 64@70. Corn is more plenty, and the market is easier for inferior and White, but very firm for Yellow. Sales of 51,000 bushels at 60½@62 for sound; 62½@65 for Southern mixed; 64@65½ for do. White; 67 for Western mixed; 69 for Jersey Yellow, and 70 for Southern do.

WHISKY—The market is firm with a good demand. Sales of 500 bbls. Prison and low proof Ohio at 23c., and 30 bbls. Drugs at 22c., time and interest.

PROVISIONS—Our Pork market has lost the business noticed yesterday. Early in the day holders were quite firm at $15 62½@$15 75, but on Change buyers held off and the market closed quite heavy at our inside Prices. Sales of 400 bbls. in lots, at $15 37½@$15 50 for Mess, and $13@$13 25 for Prime. Beef is more plenty and in limited demand. Sales of 270 bbls. in lots, at $9@$10 50 for Country Mess; $12 50@$13 for repacked Chicago and City Mess, and $8@$8 62½ for Prime. Prime Mess is dull at $18@20. Cut Meats are easier and quite plenty. Sales of 400 bbls. and tcs. at 5¾@6c. for Shoulders, dry and pickled, and 6¾@7c. for Hams. Lard is more plenty and is hardly so firm, the demand is moderate. Sales of 180 bbls and tcs. at 9½@10c., and 200 kegs at 10½c. Beef Hams are dull and heavy. Sales of 400 bbls. good State at $14. Butter is in good supply and is dull at 12@15c. for Ohio, and 15@18c. for new State. Cheese is plenty at 5@6c. for Mixed and is quiet.

SEEDS—Only a limited inquiry for Cloverseed at 9@9½c.; Timothy is dull and nominal at $1 50@$1 75; Flaxseed is held at $1 30@$1 37½.

TALLOW—Is a quiet market; the demand is only for the home trade; sales of 15,000 lbs. prime at 9½c

NAVAL STORES—Spirits Turpentine have declined; 150 bbls sold to-day, in lots, at 60c., cash. Rosin is dull at $1 56, cash, for Wilmington.

Philadelphia Markets....SATURDAY, May 14.

THE COTTON Market continues exceedingly quiet, and the sales limited. BARK is held firmly at $25 per tun for No. 1, but no further sales have transpired. A cargo of Alleghany Bituminous COAL sold at 19 cents per bushel. The FLOUR market is exceedingly quiet, and the demand continues limited both for shipment and city consumption; $4 75 per bbl is the general asking rate for standard brands, but no sales have been reported for export. Sales in lots to the retailers and bakers at $4 75@$4 87½ for common and good brands, and $5@$5 50 for choice lots and extra. RYE FLOUR and CORN MEAL are but little inquired after; we quote the former $3 81½@$3 87½, and the latter at $2 75 per bbl.

The demand for WHEAT is limited. Sales of prime White at $1 17 and Red at $1 13 ⅌ bushel. RYE commands 85c on arrival. The market is poorly supplied with CORN, and it is in demand. 2,000 bushels Yellow sold at 63c. afloat. OATS are unchanged—a further sale of 1,000 bushels Pennsylvania, in store, was made at 41c. ⅌ bush.

Prices are steady for WHISKY. Sales of barrels at 23c., and hhds. at 22½c. A sale of Drudges at 21c.

Markets.....*Reported by Telegraph.*

NEW-ORLEANS, May 13—The sales of COTTON to-day were 7,000 bales at unchanged prices. We quote strict middling 9½c. The sales of the week amount to 26,000 bales. Our stock is now 187,000 bales. The increased receipts at this port over last year are 237,000 bales, and at all the Southern ports 262,000. FREIGHTS—Cotton to Liverpool is at 7-16@⅜; Sterling, ¾, outside rate.

May 14—COTTON was still firmer after the reception of the Atlantic's advices, with sales to-day of 6,000 bales. We quote middling, 9½c. The receipts to-day were 1,800 bales, and the exports 13,000. COFFEE is dull; sales of the week 6,000 bags, mostly at 8¾@9c. Stock 62,000 bags.

MOBILE, May 14—The sales of COTTON for the week have been 16,000 bales, and the receipts 15,000. Our stock is now 37,000 bales. We quote middling 9½c.

PROVIDENCE, May 14—COTTON steady with moderate sales. WOOL remains quiet; sales rather light, and prices firm; sales for the week 27,000 pounds. PRINTING CLOTHS—The demand continues active and prices tend upward; none but inferior styles can now be bought at last quotations; sales for the week 41,700 pieces.

Receipts of Produce.....MAY 14.

By the New-York and Erie Railroad.—65 bbls. Pork, 21 do. Beef, 16 pkgs. Hams, 119 bales Wool, 44 Seed, 69 rolls Leather, 31 bales Deer Skins, 154 tuns Iron, 1 do. Steel, 30 pkgs. Butter, 318 bbls 4 casks Eggs, 6 Horses, and 1 Cow.

By the New-York and New-Haven Railroad, for the Week—260 pkgs. Butter, 113 do. Leather, 305 bbls. Potatoes 79 do. Apples, 297 boxes Cheese, 23 bbls Pork, 172 do. Eggs, 139 Calves, 11 casks Ashes, and 1,519 pkgs. Miscellaneous Merchandise.

By the Hudson River Railroad, for the Week—11,579 cans Milk, 43 head Cattle, 1,046 Calves, 149 Sheep, 8 Horses 85 bbls. Dressed Hogs, 1,913 do. Mutton and Beef, 55 pkgs Poultry, 170 bbls Eggs, 810 pkgs. Butter, 468 do Sundries, 6,118 bushels Potatoes, 52 bbls. Cider, 160 do. Lime, 299 bales Hay, 34 tuns Iron, 10 do. Ice and 67 bbls Pickles.

Passengers Sailed.

Inscho. Mary Wise, from Porto Cabello—Stacy B. Bray, lady and children, G. Ely, and A. Nelion.

MINIATURE ALMANAC.....THIS DAY.

SUN—Rises	4 41	Sets	7 11
MOON—Sets	1 22m		

HIGH WATER.....THIS DAY.

Sandy Hook	0 32m	Gov. Island	1 22s
Hell Gate	3 03		

MARINE JOURNAL.

PORT OF NEW-YORK.....MAY 14.

Cleared.

Steamship—Roanoke, Cavendy, Norfolk, Ludlow & Pleasants; Alabama, Ludlow, Savannah, S. L. Mitchell; Marion, Berry, Charleston, Spofford, Tileston & Co.

Ships—Palmyra, Weeks, Benicia, Nesmith & Son; Montreal, Morrill, Bordeaux, R. Beck & Co.; Anglo Saxon, Leeds, San Francisco, Nevins & Co; Mount Savage, Post, Baltimore, J. J. Sacy; Mischief (new), Thompson, San Francisco, Ladd & Church.

Barks—Ada Nicholls, Nicholls, Darien, Ga; R. P. Buck & Co; Admiral Morrison, Sykes, St. John, N.B., Barclay & Livingston; Meteor, Brown, St John, N. B., Barclay & Livingston; Gazelle, Ward, New-Haven, H. Trowbridge & Sons.

Brigs—Brazilian, Bray, Wilmington, Patterson & Walsh; Solide, (Swee) Elsen, Stockholm, Funck & Meinke; Dido, Small, Jacksonville, Wm. Ingalls; Thomas, Savanah, Ed Lamb; N. B. P. I. Nevins & Co; Rio Grande, (Br.) Wathington, Bermuda, Middleton & Co; Acona, Miller, Matanzas, R. C. Reed; Clarissa Davis, Nassau River, Place & Gilchrist; Axel, (Swed.) Hallenger, London, Funck & Meinke; Rose, Cahoulh, Halifax, J. T. Daley.

Schooners—Miami, Powell, Wilmington, E. S. Powell; Mary C. Ames, Lunt, Boston, S. W. Lewis; Sarah Sparks, Dorr, Castine, Me., H. D. Brookman & Co; Everylade, Conner, Jacksonville, Wadleigh & Knox; Jane C. Daughty, Murphy, Richmond, Van Brunt & Slaght; Gil Blas, Avery, Abesco, H. Brown; Fidela, Tilton, Belize, Hon. B. Blanco; Linnet, (Br.) Holden, St. John, N. B., J. Picard; Atlantic, Nickerson, Salem, R. W. Ropes & Co; Ellen Louisa, Thompson, New-Haven, master; Ann, Wolgan, Petersburg, Clearman, Hunter & Co; Dwight Davison, Hardy, Matanzas, master; J. W. Rogers, Rogers, Harbor Island, C. Ackley; Ann, Abernethy, Savannah, Dowell & Co; J. M. Warren, Chapman, New-Haven, master; Montrose, Lewis, Mobile, Sturges, Clearman & Co; Frank, McMath, Norfolk, Sturges, Clearman & Co; Fair, Price, Baltimore, Mailler & Lord; Wolcott, Bevis, Boston, Dayton & Sprague; London, Dinsdale, Kingston, Jas J. A. & W. Burnham; Washington, Fowler, Alexandria, &c., Sturges, Clearman & Co.

Steamships—Thetis, O'Neil, Philadelphia, J. & N. Briggs; Delaware, Copes, Philadelphia, C. B. Sandford.

Sloops—Midas, Buckingham, Bristol, D. N. Kinney; Thos. Hull, Hull, Providence, master.

Arrived.

U. S. mail steamship Atlantic, West, fm. Liverpool, May 4, at 9½ A. M., with passengers, &c. to E. Cullins & Co. May 13, at noon, off Nantucket Shoal, spoke ship John C. Calhoun.

Steamship Illinois, Hartstein, Aspinwall, May 5, 7½ P. M., with gold dust and passengers. Arr. at Kingston, Ja., 7th, at 6½ P. M., and left 9th, at 6 A. M. May 12, at 4 P. M., lat. 31 51 N., lon. 74 05 W., spoke whaling bark Sea Fox, of Westport, Me., all well; 14th, at 9 A. M., spoke steamship El Dorado, Dewhurst, hence for Aspinwall.

Bark Sardo Progresso, (Ital.) Salsseo, Marseilles, 67 ds., with mdse., to order.

Bark William Bateman, (Prus.) Peterson, Newport, W., 51 ds., to W. F. Weld & Co.

Bark Sophia, of Boston, (before reported,) Rogers, Charleston, 9 ds., to N. L. McCready & Co.

Bark James M. Hicks, Latham, Providence, 3 ds., to Everett & Brown.

Brig Bromsir (Port.), Aveliar, Bassan, 50 ds., via Braba, (Carribee Islands,) 26 ds., to A. L. Blanchard & Co.

Schr. Water Witch, (Br.) Hutchins, Bermuda, 6 ds., to Middleton & Co.

Schr. Wake, Briggs, Wilmington, 6 ds.

Schr. Mott Boden, ——, Georgetown, Del., 5 ds.

Schr. Ada, Woodruff, Rockport, 3 ds.

Schr. Joseph Hall, Coe, Portland, Ct., 2 ds.

Schr George Gillum, Clark, Portland, Ct., 2 ds.

Schr. Messenger, Spencer, Barsco via Wilmington, 4 ds., sugar, to Thomas Gilmartin.

Schr. A. J. Dervost, Brewster, Wilmington, 4 ds., naval stores, to master.

Schr. New-York, Goodsell, Boston 3 ds., mdse., to Dayton & Sprague.

Schr. Nelson Hall, Coe, Portland, Ct., 2 ds., stone.

Schr. Kedron, Lagco, Potomac River 5 ds., corn, to master.

Schr. Richmond, Burnell, Richmond 4 ds., flour and tobacco, to Chas. H. Pierson & Co.

Schr Zenith, Bolner, Plymouth, Me., 5 ds., corn, to master.

Schr. Patriot, Bucklin, Rendout bound to Boston.

Schr. Mary, Jones, Albany, mdse., bound to Boston.

Sloop E. Sprague, Fish, Wareham, 2 ds.

Sloop Amelia, Brooks, Portland, Ct., 2 ds., stone.

SAILED—Steamships Pacific, Liverpool; Alabama, Savannah; Marion, Charleston; Roanoke, Norfolk, &c.; ships Helvetia, Havre; Anglo Saxon, San Francisco; barks Louisa, (Br.) Quebec; Hilla Charlotta, (Swe) Lisbon.

Wind during the day, South.

Arrived.....May 15.

Sardinian frigate San Giovanni, Capt. Marquis Incisa, 14 ds, fm. Genoa, with 82 passengers. The San Giovanni mounts 29 guns, and has a crew of 279 men.

Ship Cromwell, of Boston, Barker, 34 ds. fm Havre, mdse. and pass., to Wm. Nelson & Son.

Ship Leviathan, Knapp, Liverpool, April 16, mdse. and 160 passengers, to Sturges, Clearman & Co. Has had 6 deaths and 2 births on the passage.

Bark Virginia, (of Machias) Thurlow, Cienfuegos, April 29, sugar, to Nesmith & Sons. Sailed in co. with brig Lydia Storer, Storer, for Boston.

Bark Gaetanino, (Sicil.) Ontorate, Palermo, 61 ds., fruit, to Chamberlain & Robinson.

Bark Lucerne, Conner, Cardenas 4th inst., molasses and sugar, to Pond & Gibson.

Bark Lesmahagow, (Br) Webster, 37 ds. fm. Cork, in ballast, to Lowes & Collins.

Bark G. W. Horton, of Rockland, Packard, fm. Sagua la Grande 3d inst., sugar, to Nesmith & Son.

Brig T. P. Perkins, of Searsport, Ginn, Mayaguez, P. R., 17 ds., sugar and molasses, to Culbert & Finlay.

Brig Linda, of Machias, Rembell, Manzanilla, 18 ds., mahogany, &c., to Maitland & Phelps.

Brig Daniel Shattuck, (Br.) Hawkinson, Ponce, P. R., 16 ds., sugar, &c., to Meyer & Stutchen, vessel to James H. Breine.

Brig Cruz Isl. (Port.) Precha, Oporto, 34 ds., wines, &c., to John & R. Osborn.

Brig Challenger, of Sunderland, Gellatly, Antwerp March 26, and Flushing 28th, mdse., to Depperman & Alburtis. April 9, lat 48 30, lon 15 12, spoke the Samuel Dyer, fm. New-Orleans for Havre May 12, lat. 40 15, lon 70 00, spoke Br. bark Rosina, hence for Glasgow, 6 ds. out, and had light easterly winds and calms.

Brig Elise, (Mecklenburg) Neumann, Liverpool 60 ds. salt, to Williams & Guion. Has escaped heavy gales; stove bulwarks &c.

Brig Sean Small, of Cherryfield, Small, Jacksonville, 6 ds., yellow pine, to John Holmes. Sailed in co. with brig Nancy Ann, Jacobs, for Portland; schs. Meridian, Wood, for do; Lucullus, Larkin, for Boston.

Schr. Leroy, Powell, Savannah, 7 ds., cotton, to Sturges, Clearman & Co.

Schr Independence, McGoun, Norwich, 1 dy. in ballast, to master.

Schr. Boxer, of Wells, Sawyer, Port au Prince, 18 ds., logwood, to Young, Gerdes & Co.

Schr. Martha Stewart, (lighter) Blanver, from the wreck of ship Sea Duck, ashore at Squan.

Schr Le Roy, Powell, Savannah, 12 ds., cotton and rice, to Sturges, Clearman & Co.

Schr. Statesman, Wicks, Alexandria, 6 ds., flour, &c., to Sturges, Clearman & Co.

Schr Smith Tuttle, Nickerson, Chassboutiska River, (Fla.) 16 ds., lumber, to Sayers & Co.

Schr. Liberty, Williams, Potomac River, 2 ds., corn, to master.

Schr. Jamestown, Graffen, Norfolk, 5 ds., stores, to E. Calles.

Schr. William H. Mitchell, Robins, Machias, 9 ds., lumber, to J. F. Stow.

Schr. Gertrude Horton, Pendleton, Rockland, 4 ds., lime, to master.

Schr. Mary Farnsworth, ——, Rockland, 4 ds., lime, to master.

Schr. Mary Wise, (of Rockland) Crocket, Porto Cabello, April 27, mdse., to R. W. Trundy. Sailed in co. with bark Virginia, for Guadaloupe. The schr. New Republic sailed 8 days previous from Maracaibo to finish loading for Philadelphia. May 11, lat. 35 24, lon. 73 57, saw schr. Sussex, steering S. E.

BELOW—1 Italian brig, 1 Belgian schr.

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

[PER ATLANTIC.]

Arr. at Liverpool May 3, ships Westmoreland, Decan, New-Orleans. Sailed, Lisbon, Curtis, New Orleans; Gibraltar, Harmer, Charleston; Camelean, Henderson, Rockport; Evangeline, Guthrie, N. Orleans.

From Lloyd's List, May 3.

Deal—Arr. April 30, Hoop on Verwachting, Pybes, Rotterdam for Boston; May 3, F. J. Wichelhausen, Wahnken, New-York; Sld. Parsee, Henderson, San Francisco; Kremlin, Deane, Boston.

Portsmouth—Arr. May 2, Sir Robert Peel, Chadwick, London, and sailed for New-York.

Off the Wight—Arr. April 26, Neptune Schweichel, Ponce, P. R.

Off Portland—Arr. April 30, Kepler, Krudop, Hamburg for N. York.

Off the Start—Arr. April 26, Hansa, Brinkema, Hamburg for New-York; 29 h, Ann Oldrey, New-York for Riga.

Off Plymouth—Arr. May 3, Southampton, Bowen, Calcutt.

Falmouth—Arr May 1, Princetown, Vaughan, Boston.

Liverpool—Arr May 1, Quaker, Apalachicola; 2d, Ferrospore, Grant, Bombay; Irene, ——, Rio Grande; American Union, Fletcher, New-York. Sld. 3d, John Anderson, Marshall, Trinidad; Mary Pleasants, Kennard, Philadelphia.

Clyde—Sld. May 2, Ann and Eliza, Sleightholm, New-York.

Dublin—Sld May 1, King Sverre, ——, New-York.

Shields—Sld. April 30, St. Lawrence, Smith, Quebec.

Gib alter—Arr. April 25, Caterina, Fortorice, New-Orleans. 22d, Cld St. Anna, Francesi, New-York.

Tarragona—Arr. April 8, S. W. Nash, Wass, New-York.

Marseilles—Arr. April 28, Jonia, Scarles, New-Orleans.

Hong Kong—Sld. March 7, Nymph, ——, Shanghai.

Amoy—Sld. Feb 24, Amazon, ——, Singapore.

Wocsung—Sld. Feb 20, Greenfield, ——, Queenstown.

Marsey, May 2—The round house of a large foreign ship was towed in here on the 30th April; and to-day 16 balks of timber marked F.M., have also been brought in.

Shoreham, May 1—A quantity of empty porter casks marked Reed & Co., London, were passed 26th April, near the Knock Light Vessel, by the Wanderer, Mercur, arrived here.

Harlepool, April 30—A large foreign brig, apparently of about 200 tons, with a gilded stern and nearly all new canvass, was seen on the 25th April on the middle part of the Hasborough Sand, with flag of distress flying, and disappeared at 2 P.M. A ships jolly boat painted white outside with Portsmouth, in black letters on stern, was passed shortly after.

Lowestoffe, May 2—Twenty-one casks of tallow, marked J. H., in triangle, and some loose tallow, have been picked up in the North Sea.

3d—Twenty one casks of tallow, marked J. H. S. Sand, C. 83, have been picked up by a pilot cutter;

From Lloyd's List, May 2.

Gravesend—Sld. May 1, Prince Charlie, Kerr, San Francisco; Parsee, Henderson, do.

Deal—Arr May 1, Amor, Kassebohm, Bremen for Philadelphia. Sld. Prince Charlie, Kerr, San Francisco.

Off Dungeness—Arr. April 23, Hermann, Kuhlmann, Bremen for New-Orleans.

Cowes—Arr. April 30, Charlotte, Peterson, Marolin; Malina, Ross, Havana; May 1, Kate Wheeler, Wheeler, Matanzas.

Off Portland—Arr. May 1, Marie, Remyn, Ostend for Boston; April 23, Wilhelmine, Wenke, Baltimore for Bremen; 27th, Albion, Kohl, New York for Cronstadt.

Off Plymouth—Arr. April 30, Norma, Horstmann, Bremen for New-York.

Liverpool—Arr. April 30, Andes, (s) Hutchins, New-York; May 1, Europa, (s) Shannon, do. Sld. April 29, Walmer Castle, Hill, San Francisco; Sarastoca, Coffin, New-York; 30th, Constantine, Durfee, N. York; April 1, Cerro Gordo, Chandler, Philadelphia; Rochambeau, Hallowell, New-York. Put back, May 1, Kohinoor, ——, San Francisco.

Cork Clyde—Arr. April 30, Cobequid, Soley, Charleston.

Limerick—Sld. April 28, Lexington, Urquhart, New-York.

Shields—Sld. April 25, Amazon, ——, New-York; 29th, Regent, do. Hamburg—Arr April 27, Miles, Arianson, Galveston; 28th, Prince Albert, Jachtman, New-York.

Hamburg—Arr. April 29, Franklin, Thomsen, New-York.

Bremen—Arr. April 28, Beta, Gustavus, Baltimore; Wilhelmine, Wencke, do; 29th, Helena, Volkmann, Richmond, Va.

Antwerp—Arr. May 1, Columbia, Proal, New-Orleans.

Nortes—Arr. April 29, Arthur, Spear, New-Orleans.

Table Bay—Arr. April 27, Fenwick, Cumming, Boston, and sailed 5th March for Port Philip; 28th, Emily Smith, Watts, Alaos Bay; March 1, Mary Ann, Harrison, Bristol, and sailed 6th for Port Philip.

New-Castle, N.S.W.—Sld. Jan. 5, Salem, ——, San Francisco.

Navigator's Island—Arr. Nov. 17, Orpheus, ——, Sydney, N.S.W. or San Francisco.

Deal, May 1—Some fragments of wreck, and a number of beams, floating between the Galloper and Kentish Knock, were passed, seven small pieces of which were picked up, some marked "F x H," by the Augusta, Thurden, arrived in the Downs

Antwerp, April 30—The Laurence, Beens, hence to New-York, which was in contact with the Bellona, Voets, (also bound to New-York,) off Flushing 28th April, has put back to this port to repair, having sustained some damage and being leaky.

Antwerp, April 30—The Palmetto, Howland, from Boston to this port, which got on shore on the Calcot Bank, off Flushing, 28th April, has come off after discharging part of her cargo, apparently without having sustained any serious injury.

Paris, May 1—Four casks of wine, marked W. No. 355—V H. No. 177—W. V. No. 3. A Moganck et Roget, M. R. No 11—were picked up 12th and 14th April by fishing smacks near the mouth of the Bayonne.

From Lloyd's List, April 30.

Deal—Arr. April 28, Aurora, Cherry, Hull, for New-York

Off Bridport—Arr. April 28, A. R. Oldrey, New-York for Riga.

Liverpool—Arr April 29, Orleans, Evans, Mobile; Washington, Wilkie, do; Ann Kenny, Hayes, Charleston. Sld. 28th, Avondale, Bradshaw, New-York; 28th, I. Z. Spencer, do.

Antrocsan—Sld April Progress, Tegan, New-York.

Limerick—Arr. April 28, Lexington, Urquhart, New-York.

Antwerp—Arr April 26, Montauk, Brown, Galveston.

St Nazaire—Arr. April 26 Arthur, Spear, New-Orleans.

Trieste—Arr April 24, Albert, New Orleans.

Batavia—Arr. March 4, Mercurius, Veeneman, Boston.

Whitstable, April 29—46 bbls of pork, 26 marked "M. Ryzard, Helsterbore," and 18 "M. School Holst, Helsterbore," have been landed here, having been picked up in the North Sea.

29—Twenty one casks of tallow, marked J. H. S. Sand, C. 83, have been picked up by a pilot cutter;

From Lloyd's List, May 2.

Gravesend—Sld. May 1, Prince Charlie, Kerr, San Francisco; Parsee, Henderson, do.

Deal—Arr May 1, Amor, Kassebohm, Bremen for Philadelphia. Sld. Prince Charlie, Kerr, San Francisco.

Off Dungeness