Beaver Md. 33; 14 Lehigh Nav., 71¼; 100 Minehill Scrip, 23; 50 Girard Bk., 14¼; 40 Norristown R. R., 57; $5,000 Allegheny City 6s, '75, 54; 20 L. Island, 79½; $7,500 Sch. Nav. 6s, '82, 82½; 200 Reading, 45. *Second Board*—2,000 City R. R., 9½; $1,000 Sch. Nav. 6s '82, 82½; $6,000 Penna. 6s, '97½; $1,000 do., '97½; $500 C. & A. Ch. 6s '61, 91½; $2,000 do., '95, 96½; $10,000 City R. 6s, '81, 93½; 700 Morris Bds., 90; 200 Sch. Nav., 28½.

THURSDAY, June 23—P. M.

The tendency of the Stock Market is still downward for the leading fancies. Large amounts of Erie were put upon the market, the sales of the day reaching nearly 7,000 shares. The market fluctuated between 81 and 80¾, closing at the lower rate after the Second Board. In relation to passage of the dividend, it must be admitted that the feeling in the street is unfavorable to the policy adopted, as well as to the management of the Board of Directors. A stringent reform in the management of the road, embracing greater economy, is now promised, and we have no doubt that a year will amply develop the great value of this road. The traffic has been beyond the original estimates of its friends, and it is only necessary to keep the operating expenses down to 45 or 50 ₱ cent. to insure the most brilliant success. Notwithstanding the combination Niagara continues to decline, and touched 28¼, closing at 28¾. Canton improved ¼ ₱ cent. The fancy Railroads were very quiet, and without important change. The Coal Shares continue to decline. Cumberland 48¼; Parker Vein 31¼; Phenix 22¼, &c. There is but little disposition to speculate in these stocks. Jersey Zinc was steady. The premium roads were quiet. Michigan Southern sold at 144, which is 4 ₱ cent. improvement. Government and State Stocks are firm. Railroad Bonds are in moderate demand only.

The transactions in Exchange are quite moderate and there is no change in rates. Sterling 9@9¼ ₱ cent. Francs 5.15@5.12½.

In Freights there is not much doing. To Liverpool 3,000 or 4,000 bbls. Flour is 9d. Cotton lower 5-32@⅛d. 25,000 bushels Wheat 5½d. ship's bags, dead weight 20@22s 6d. To London and Havre there is but little doing. The range to California is 40@55c. 200 bbls. Beer were taken at $2 50.

The Sub-Treasury continues to accumulate, the balance to-day being $8,103,724. Probably $5,000,000 of this amount will be disbursed in the next twenty days for interest on the public debt and redemption of the Fives of 1853.

The supply of money continues very abundant at 5@7 ₱ cent. on call and first class paper. The balances in Bank and in the hands of Brokers are accumulating. After July, they will probably begin to accumulate again.

Thompson's Reporter says:

"A very active demand for Warrants continues, and we quote them a little higher than heretofore:

	Buying.	Selling.		Buying.	Selling.
160 acre Warrants..	$178	$184	40 acre Warrants..	$44½	$46.*
80 acre Warrants..	89	92			

A meeting of the Directors of the New Jersey Zinc Company was held to-day at Jersey City, consisting of the following gentlemen: C. E. Detmold, President; Horatio Allen, Vice-President; James S. Green, W. S. Wright, —— Cook, and Edwin Post, of New Jersey; Thos A. Dexter, of Boston; James L. Curtis, Silas M. Stilwell, and —— Pijoti, of New York; W. C. Squier, of New-Jersey. Reports were made from the Executive Committee, setting forth the affairs of the Company, from which we extract the following: "By the Report of the Treasurer and Accountant it appears that the Company's operations from "1st November last to 31st May, have yielded a net profit "of $49,289 26, and that the production has been increased "from an average weekly value of $4,700 to $10,300. The "following shows the increase detailed:

GROSS PRODUCTION

November, 1852	$21,217 56	Two weeks in Feb	$17,996 31
December, 1852	19,860 24	March	52,325 09
January, 1853	16,796 70	April	95,435 00
Two weeks in Feb., 1853	12,354 86	May	47,056 29
	$70,583 36		$154,545 99

"Showing an increase in favor of the last three and a half "months of 118 per cent." The Committee further report that the net earnings since the 1st of November last are sufficient to pay a dividend of 4 per cent. on the capital stock, and the Board thereupon resolved to pay a dividend to the stockholders on and after the 5th of July next.

At the Mining Board to-day, the only sale was one of 50 shares North Carolina at 10¾. The market was generally firm, and the attendance not large.

The U. S. Fire Insurance Company declared a dividend of 12 ₱ cent.

The vacancy in the Presidency of the Southern Michigan Road caused by the death of Mr Doxtater, has been filled by the election of Mr J. B. Jervis, who was President previously to the election of Mr. Doxtater.

The Madison and Indianapolis Railroad Company have declared their usual semi annual dividend, payable on the —— July next, at the office of Messrs. Winslow, Lanier & Co.

Attention is called to the advertisement of Messrs. Winslow, Lanier & Co., announcing the payment of a large number of dividends on various City, County, Township, and Railroad Securities, most of which have been negotiated by that house. The aggregate dividends to be paid by W., L. & Co., in July, is over a million and a quarter of dollars.

An arrival from Cuba brings advices from the San Antonio and San Augustine mines. In the former, a lode of ore has been cut of 15 to 20 ₱ cent. of richness, and seven feet wide. The Mine Captain with a small force, states that he can take out about eight tuns per day. At the latter, the appearances continue to improve, and the miners are dressing up another shipment of ore.

A letter from the McCulloch Mine received to-day states that the writer had been in the mine all day, and had measured the vein for 1,000 feet, finding it 8 to 22 feet wide. The Chilian Mill at work was producing about $150 per day. A new shaft had been commenced for the purpose of taking out copper.

Mr. Draper holds to-morrow at the Exchange his usual weekly sale of stocks, &c.

The Elliott Mills, at Newton Upper Falls, Mass., were sold at auction on Tuesday, and purchased by Mr. Charles H. Minot for $77,650.

Several of the Directors of the Syracuse and Binghamton Railroad, with the President, Hon. Henry Stevens, and Mr. Gilbert, Chief Engineer, were in Binghamton last week, for the purpose of considering and determining the location of the depôt there, and the question of crossing the track of the Erie road.

On the organization of the North Missouri Railroad Company, John O'Fallow, Esq., was elected President. St. Louis County has subscribed $500,000 toward the road, and the total means at the command of the Company amounts to $963,000.

On Saturday last, the fifth steamer of the Parker Vein line, named the Thomas Swann, arrived in Baltimore. This steamer has now on board 300 tuns of the Company's coal, and is filling up with bacon, tobacco, cotton, &c., direct from the West.

The earnings of the Worcester and Nashua Railroad for the six months ending June 1, were $77,267 08, which is an increase of $10,018 over the same months last year. A dividend of $2 25 a share has been declared.

A new Bank has been organized at Auburn, under the name of the Auburn City Bank. Capital $200,000. The Bank is destined to go into operation about the 25th July.

The village of Rome, Oneida Co., takes $150,000 worth of stock in the Ogdensburgh, Clayton and Rome Railroad. The votes was unanimous.

A bill to prohibit the use of fractional bills by the Bank of Rhode Island has been reported in the Legislature of that State, but after considerable discussion it was referred to a special committee.

We learn from *The Cleveland Herald* that the track of the Bellefontaine road will be completed to the State line, at Union, in a few days, thus opening a continuous line of rail from near Shelby to Madison or Louisville. It is understood that the track from Union to Indianapolis is to be relaid (in the 4 feet 10 inch gauge.

The question upon increasing bank capital in New-Hampshire has been decided affirmatively by the incorporation of the Peterborough Bank. Probably a million of capital will be incorporated at this session.

Mr. Hertel, of the Wisconsin State Emigration Agency, sends us the annexed information in regard to railroads in Wisconsin, which will be of interest to emigrants to that State:

To the Editor of The N. Y. Tribune.

SIR: You are not unaware of the fact that many of your Eastern farmers are eagerly making inquiries concerning the West, and particularly of Wisconsin, with the intention of seeking a desirable home for themselves and children. It may not, therefore, be uninteresting to them and to your readers generally to be informed of our means of communication with the East, the progress we are making in internal improvements, and especially in railroads.

1st. The Milwaukee and Mississippi Railroad. There are over 70 miles of this road already finished, commencing at Milwaukee, thence running south-westerly to Milton, in Rock County, with a branch from the latter place to the city of Janesville on the Rock River. From Milton the road takes a north westerly direction to Madison—the capital of the State; that portion of the work is now under contract to be built and finished this ensuing fall. From Madison to Arena, on the Wisconsin River, is the next portion, to be opened in 1854. At this point communication with the Mississippi is attained by means of steamers plying on both rivers, and the whole length of the road to the terminus at Prairie du Chien, on the Mississippi, will be finished in 1855. The interest on the capital so far invested on this road—which is only part finished—is from 10 to 12 ₱ cent. What will it be when the whole is in running order? In a brief sketch like this I cannot go into minutes detail on a space by giving a description of the country, towns and villages through which the road passes. Suffice it to say that for the whole length on either side, it is through a district of unsurpassed fertility and beauty, well watered, well timbered, and with a soil that would gladden the heart of an Eastern farmer. The country is pretty thickly populated, schools and churches abound, roads good, post-offices plenty.

2d. The Milwaukee and La Crosse Railroad. This road will be the most important of any in the State. Cutting the State diagonally in a north-west-ry direction till it strikes the village of La Crosse on the Mississippi River, nearly opposite to the base line, which separates Iowa from Minnesota, it cannot fail commanding a vast amount of the trade of both, and will be the grand outspot for all products coming down the Mississippi, and from its several tributaries, the St. Peters, St Croix, Chippewa, Trempealeau, Black Rivers, &c. &c. Add to this, its course through the State is one rich in mines, and through a farming country, which may well be called the "garden of Wisconsin, a land "overflowing with milk and honey," and yielding the greatest proportion of cereal crops. The whole length of the road will be 200 miles. 100 miles from Milwaukee to Portage City are now under contract, and 30 miles of the road from Milwaukee to Hartford, near the Rock River, will be finished during the present year. This will open at once our iron mines; blast furnaces will immediately be put in operation, our railroad iron prepared and manufactured on the spot, and the adjacent country will be nightly illumined by a glare as brilliant as that which may now be seen in the iron districts of England,—a trophy for the enterprise of a State many years distant from her towns, and a torchlight prepared to welcome each coming and going of the smoking and puffing iron horse.

The following extract from *The Milwaukee Daily Wisconsin* of the 15th inst. will at once show the importance of this road:

"*La Crosse and Milwaukee Railroad*.—Messrs. Bradley, Whitemore & Co., of Burlington, Vt., have taken the contract for building the road from the City of Milwaukee to Portage City, Columbia Co., a distance of about 100 miles, one-fourth of the pay for the same they take in capital stock of the Company. Their contract consists in grubbing and clearing, grading, ballasting and masonry, bridges, culverts, (roadway), cattle guards and ties, and laying of the rails for a single track, to be completed by the 1st of January, 1855. This information is derived from one of the leading directors.

"Our Detroit friends must make a note of the above, and in a moment they will perceive the necessity of pressing forward the Detroit and Grand Haven Road. With the spirit now aroused, Milwaukee will have 400 miles of railway centering here, by the time that the railroad is finished from Pontiac to Grand Haven."

Fearing I may trespass too much on your valuable space, I will reserve for a future communication the balance of roads building and under contract.

Office of the Wisconsin State Emigration Agency, 89 Greenwich-st., New-York, June 22, 1853.

Markets.... CAREFULLY REPORTED FOR THE N. Y. TRIBUNE.

THURSDAY, June 23—P. M.

ASHES—A steady market for both kinds. Sales of 100 bbls. at $4 75 for Pots, and $6 12½ for Pearls.

COTTON—Our market is dull and heavy. Sales to-day of 400 bales have been made at previous prices.

FLOUR AND MEAL—Our market for the low grades of State and Western Flour opened heavy and rather easier for the latter, and brands likely to come soon are difficult of sale. State is not very abundant, and is well sold. The shipping demand is not very active; the advices by the steamer at Halifax are considered less favorable. The better grades are steady but not active. Canadian is not plenty, and with a fair inquiry prices have improved; sales of 1,000 bbls at $4 62½. The sales of Western Canal are 12,300 bbls at $4 56@$4 75 for mixed to fancy Michigan, Indiana and Western; $4 62½@$4 87½ for common to good Ohio, and $4 68@$4 75 for common to straight State. Southern Flour is quite firm; the demand is limited and the arrivals moderate; sales at $6 bbls at $5 06@$5 12½ for common to straight brands Baltimore, Alexandria and Georgetown; and $5 50@$7 for fancy brands. Rye Flour is firm, but quiet at $3 75 for fine. Corn Meal is quiet; sales of 50 bbls Jersey at $3, and Brandywine at $3 25.

GRAIN—Our Wheat market is firm the demand is equal to the supply, and extreme prices are paid for choice lots early to complete cargoes. The milling demand is fair. Sales of 7,000 bushels fair to very fine Ohio at $1 21@$1 24; 5,000 bushels good Red Ohio at $1 12½; 5,700 bushels prime White Michigan at $1 23, 3,000 bushels fair Genesee at $1 26, and 2,700 bushels prime Waukesha at $1 32. Rye is lower. Sales of 2,200 bush. River at 80c. Corn is hardly so firm; the supply is large. Sales of 23,000 bushels at 56@56c for mixed; 59@60c for Southern mixed; 60@60c for Western mixed; 61@62c for Southern White, and 64@65c for Northern Yellow. Oats are dull and heavy; sales of 400 bbls at 31c@32c for Ohio, the latter price with short time; and 31c for Jersey. Drugs is quiet, at 21c —time.

PROVISIONS—A limited demand for Pork, and the market favors the buyer; the arrivals are larger; sales of 200 bbls, in small lots, at $15 75 for Mess, and $12 37½@$13 for Prime. and $17@17 12½ for Clear. Beef is in rebelt request, and prices are steady; sales of 150 bbls at $10@$10 for Country Mess, $11 75@$12 25 for repacked Country and City Mess, and $8@$9 25 for Country and City Prime; Prime Mess is steady; sales of 5 tcs good Ohio at $20. Beef Hams are inactive at $12@$15. Cut Meats are in fair demand; Hams are plenty and dull; Shoulders not plenty, and are wanted; sales of 500 tcs. and bbls. at 7¼@6c. for Shoulders, and 8@9c. for Hams. Bacon is not plenty, and is quiet at 7¼@6c. for Short Middles. Lard is steady but not active; the arrivals are fair; sales of 250 bbls and tcs at 9¼@10c, and 9c kegs 11c. Butter is very dull and is quiet at 12@15c. for Ohio, and 16@18c for new State. Cheese is salable at 6@8c.

FIRE-CRACKERS are in good demand and prices are steady. Sales have been made of 600 boxes, 40 packs, at $1 40@$1 45 cash and 4 months.

SOAP—A steady market with a moderate demand. Sales of 60 bxs. Castile at 10c.

TOBACCO—There is only a moderate business doing in this article; we note sales of cases Florida at 9@14c. 10 bales Havana 27@30c; 15 hhds. Kentucky 7¼@8c; 12 cases Ohio 8½; 20 bales of Cuba on terms private.

FRUITS are in full demand at this season of the year; sales have been made of 15 boxes Bananas at $1@$1 50; 400 boxes bunch Bananas $2 75; 15 cases Sardinas at 6c; 500 boxes cluster Raisins at $1 50; 25 cases Prunes at 12½c; 75 bbls. Currants on private terms.

HEMP—Our market is quiet, but firm. We note sales 100 bales American Rough at $1 27; 1,900 bales Manilla at 11¼@11½c ₱ lb.

COFFEE—A firm market; demand is fair. Sales 400 bags Brazil (part sold yesterday) at 9@9½c; 100 Laguayra at 9½c; 75 bags Maracaibo at 8@8½c.

SUGARS are without change. The demand is good. Sales 450 hhds Cuba Muscovado at 4¾@5c; 100 hhds New-Orleans at 4¾@5½c.

MOLASSES is steady, with a fair demand. Sales 275 hhds Cuba Muscovado at 21@22c, part in bond; 75 hhds. Porto Rico, 23@24c.

HIDES—A dull and heavy market. A few small sales have been made at yesterday's quotations.

LEATHER—A firm market. The demand is fair for the East, with a moderate business going for other points.

OILS—The market for English Linseed steady but quiet. Sales 5,000 gallons at 61c, for whole parcels, and 62@63c for sm l lots.

FISH—Our market for this article continues dull. A few small sales have been made of Dry Cod and Mackerel at our quotations.

IRON—There is a moderate demand for Scotch Pig at $28@$30—six months.

LEAD—The market is inactive, and nominal at $5 50 for Spanish and $6 for Galena.

Philadelphia Markets....THURSDAY, June 23.

The foreign advices by the Niagara, published this morning, have had little or no effect upon the market. COTTON continues to meet a limited inquiry, without change in prices. The FLOUR market is firm. There is some little inquiry, both for equipment and on speculation, and 1,000 bbls fresh ground, for August delivery, sold at $5 per barrel. Mixed Western was offered on change at $4 62½, without finding buyers, excepting for a lot of 5,000 bbls. There is a fair inquiry for city consumption within the range of $4 75@$5 25 for common and extra brands, and fancy lots at higher quotations. RYE FLOUR is held at $3 75 and CORN MEAL at $2 37½ per bbl, but no sales of either have been reported. There is a good demand for WHEAT, and very little arrivals, or offering; 5,000 bush. prime White sold at a price to be fixed, and 5,000 bush. Red at $1 12@$1 14, afloat. RYE is scarce. The last sale was at 85c. CORN is dull; 4,000 bush. Southern and Penn. Yellow sold at 60c. afloat. OATS are in limited request at former rates. RYE is dull and no inquiry after WHISKEY—Sales of 300 bbls. at 22½c., and hhds. at 20c.

Receipts of Produce.....JUNE 23.

By New-York and Erie Railroad—100 bbls Flour, 14 bales Wool, 28 pkgs Tobacco, 2,250 pkgs Merchandise, 220 sacks Buckwheat, 40 do Oats, 10 Calves, 248 Hogs, 40 bales Hay, 369 pkgs. Butter, 130 bbls. Eggs, 37 pkgs. Furs and Skins, 45 boxes Cheese and 124 pkgs. Sundries.

By the North River Boats—5,270 bbls. Flour, 255 do. Meal, 825 do. Whisky, 750 pkgs. Pork, 264 do. Beef, 59 do. Butter, 400 do. Lard, 235 do. Cut Meats, 30 bundles and 106 sides Leather, 10,474 bushels Wheat, 2,692 do. Rye.

Ocean Steamers.

LIST OF STEAMERS FOR THE MONTH OF JUNE.

Black Warrior	From N York	June 25...For Havana.
Arctic	From N York	June 25...For Liverpool.
Marion	From N York	June 25...For Charleston.
Cherokee	From N York	June 27...For Havana.
Asia	From N York	June 29...For Liverpool.

STEAMERS TO ARRIVE FROM EUROPE.

Baltic	Sails from Liverpool for New-York	June 15.
Africa	Sails from Liverpool for New-York	June 18.
Hermann	Sails from Southampton for New-York	June 22
America	Sails from Liverpool for Boston	June 23.
Atlantic	Sails from Liverpool for New-York	June 29.

Passengers Sailed.

In steamship Canada, from Boston—For Liverpool—Dr. H. Dyer and wife, Messrs. B. Winslow and wife, George Rose and wife, T. Sampson, Charles A. Walton, J. Burnett, J. W. Norcross, Jose A. Bocalo, F. Fitzpatrick and C. McCauley, Boston; James Fox, of Somerville; George L. Davis, of Andover; H. G. Davis, of Pittsfield; J. Molson, T. Atbeldee, J. Lemoine, S. F. Hersey, Mr. Higginbotham, Mr. Walker, R. Wallace, G. Mooney, M. Jacobs, J. Brennan and E. Prun, N. York; Mr. Runge, Burlington; S. S. Ward and wife, Hartford; Mrs. Farman, Mr. Lindsey and son, Pittsburgh; Mr. Lippincott, P. Stern, Syracuse; Mrs. H. Miller, Mr. Miller, Cincinnati; G. Gerike, St. Louis; John Bishop, Louisville; J. Roy, George H. Rickerly and F. Peach, of New-Orleans; Antony Lear, of Ohio; G. E. Dubois, of Texas; J. Hutton and wife, J. P. Pincard and wife, Mr. Hall and wife, Mrs J. Johnston, nurse and two children, Mr. Mair, Mr. McIntire, George Stephens, Mr. Winterford, W. W. Abbott, L. J. Lyons, J. G. Borth, wife and two children, and J. Ogrive, of Montreal; Mrs. Clark, Mrs. Sewall, A. Wilson and wife, Dr. Clark, J. B. Cunningham, Mr. Cook and wife, W. Dunbar, Mr. Hughes and wife and Charles M. Downie, of Toronto; Wm Bevon, Mr. Young, and W. Thompson, of Hamilton, Canada; Miss Anderson, Mr. McIntyre and wife, J. M. Young, J. Beatley, Robert Mitchell, Mr. Dyke, Mr. Gardneau, Henry White, John Birrell, P. Patterson, Mac Cole, Rev. Chas Morice, Mr. Lowell and Mr. Chittenden, of Canada; W. Stevenson, David Bell, L. S. Oliver, and Henry Dunning, of Quebec; Mr. Robertson, of Brockville; J. Haix and Mr. McKee, of Kingston; Isaac Mc Evoy, of New-Brunswick; Mr. Bullerr, of Halifax; Miss Firth, Joseph Hill, Mr. Ashmore and John Firth of England; Rev. R. Cunningham, of Edinburgh; J. McKay and Frederick Moncock, of Liverpool; C. Packerville, of San Francisco; J. Bird, of Scotland; T. M. Fisher, of Ireland; Joseph Burr, of London; A. Forest, ——Nuelos L. Desmarres, J. Williams A. Drew, —— Gerard, T. B. Lesoy, —— Gilest, —— Millon, —— Mr. Madam Conche, of France; I. A. Bevaldre and wife, Mr. M. Medina, —— Twentyman, wife and child, J. De M. Tenny and T. F. Fernandez, of Havana; C. Robertson, of Scotland; F. Pastor, of Spain; Rossi Corse, of Italy; —— Hall and servant; John Doulin and son, Mrs R. Palmer, and S. Willie, resident not given—149.

For Halifax—Miss Mitchell, two children and servant, Mrs Scott, Mrs. Dorsey and child, of Boston; Dr Crawley, two Misses Flowers, and N. Robinson, of Halifax; —— Patton, wife, child and nurse, of Canada—15. Total, 164.

Passengers Arrived.

In bark Montezuma, from Demerara—Mrs. Gould and daughter from Boston, Miss Newsam, Messrs. McKenzie, Hill, Bennett, Watt.

MINIATURE ALMANAC.....THIS DAY

Sun—Rises.....4 30; Sets.....7 25; Moon—Rises.....10 34

HIGH WATER.....THIS DAY.

Sandy Hook.....3 34m; Gov. Island.....3 24m; Hell Gate.....11 03

MARINE JOURNAL.

PORT OF NEW-YORK.....JUNE 23.

Cleared.

Ship—Sharon, Brooks, Pagwash, N. J., A Lowry.
Barks—Harriet Spaulding, Spaulding, San Juan de Los Reis, Edward Pierce, Savannah, N. L. McCready & Co.
Brigs—Simrod, (Br.) Ivers, Bristol, H. & F. W. Meyer; Zana, Pierce, Marashan, &c., B K Corning.
Schooners—Sarah Elizabeth, Smith, New-Haven, master; Northwester, Rogers, New-London, master; Mouvenuna, Reed, Boston, Massey & Petit; Boxer, Will, Campeachy, F. A. Bruguere; M. Rogers, Mayo, Harbor Island, master.
Sloops—James Lawrence, Rogers, New-Haven, J. H. Havens; Pontevius, Nash, New-Haven, J. H Havens; Pearl, Wheeler, New-Haven, J. H Havens; Harvest, French, Providence, master; Hector, Clancy, New-Haven, J. H. Havens.

Arrived.

Ship Roderick Dhu, (Br.) Pascoe, 26 days fm Liverpool, with mdse and 352 passengers to Arthur Leary. May 27, off Nantucket, spoke Boston, bnd to Boston for Baltimore.

Ship Circle Pierce, New-Orleans, Jones, with mdse to W. J. Frost.

Ship Garrick, (packet) Walker, 22 days to Liverpool, May 27, off Nantucket, and 40 miles east of Montauk Point, spoke packet Liverpool, 280 miles fm New-York. The G has been 17 days W. of Georges, and 10 days off Cape Cod, the whole passage. The G. while working in the Hook, saw no coming in sow of a steamship, went ashore on the point at 3 A. M. where she now lies, will probably be got off on high water; the passengers were brought up to the city by the Uncle writer. At the time of the ship's getting ashore on sandy Hook there was a northeasterly gale, accompanied by a heavy sea, which drove the vessel ashore. The steamer Isaac Dickerson and Ajax have gone to her assistance. The ship is now a lighter; she will probably be got off this high water.

Ship Cornelia, French, Liverpool May 16, with mdse, and 452 passengers to Morgan Trimble, or send the Bank June 6; had experience of light winds and calms. June 16, lat 40 44, long 66 16, 4 P. M., saw the ship Ayesha bound for Liverpool; 17th 11 30 A. M., lat 41 40, long 66, spoke ship Amaranth fm Boston for Australia; 18th, 4 A. M., lat 40 45, long 67, spoke a pilot from the Julia.

Bark Mary Anna, (of This port) Wade, Hav 28 ds, with bal sugar and 270 passengers to master.

Bark Montana, Brown, Antwerp 52 ds, with mdse and 171 passengers to H. Brower & Co.

Bark Montezuma, Hawson, Demerara 2 ds, with rum to S. Pell & Co.

Bark Prince Albert, (Hom) Gehtman, Hamburg 40 ds, with mdse, and 152 passengers to W. Von Lehn.

Brig Johann, (Brem) Heim, Bremen 41 ds, with ballast and 153 passengers to master. May 14, spoke brig Emma, (Brem) bound W; 15th, off Lizard, spoke bark Prudence, (Brem) etc E; June 6, lat 40 25, long 69 40, spoke bark Justina, (Dan) etc E; June 8, lat 41 25, long 51 55, spoke bark Columbia, (Brem) lat 41 54, long 67 07, spoke bark Columbia, (Brem).

Brig Virgo, (Nor) Wildeh, 42 ds fm Bergen, Norway, in ballast and 162 passengers to order.

Brig Marco Bas, (of Greenport) Bowen, fm Zaza, Cuba June 1, with sugar to master.

Brig Boston, (Br) Haines, Schodiac, N. S. 13 ds, with lumber, etc to J. L. & D. B. De Wolfe; June 12, lat 42 20, long 67 40, saw Br bark Stately, bnd for Schodiac; 15th inst, lat 40 40, long 69 40, in a calm saw Br brig Sir Robert Sale, bnd for Boston, spoke Br brig Ann Eliza, bnd for Boston.

Schr Vesta, (Venez) Albert, Cumana, (Span. Main) 25 ds, with hides to Moller, Sands & Riera.

Schr Alexander, Mitchell, (3 masted) Blackinton, Farrello, P. R. June 11, with mdse and molasses to Maitland, Phelps & Co; the schr. Jos H. Beaver, (Br) Reddin, fm St. Thomas, would sail for New-York about the 15th; June 21, lat 36 50, long 73 16, spoke bark Sophia, of Boston, etc, S. S. E., 13 ds out.

Schr D. W. Bailey, (of Portsmouth, N. C.) Brown, Barcelona 20 ds, with hides to Moller, Sands & Riera; sld in co, with schr Susan Bray for New York.

Schr. A J De Rosset, Brewster, Wilmington, N. C., 4 ds, with molasses to Dollner & Potter.

Schr Eva Garrow 3 ds fm Plymouth, N C., with naval stores to Blair & Porter.

Schr Adele, Applegit, Wilmington 4 ds, with naval stores to Dollner & Potter.

Schr. Harriett Hallock, Pugh, Wilmington 4 ds, with naval stores to Dollner & Potter.

Schr. Theodore Kearney, Lorell, Boston 3 ds, with mdse, to S W. Lewis.

Schr. Chas Colgate, Seaman, Baltimore 4 ds, with mdse, to Moller & Lord.

Schr. Northern Light, Holmes, Rockland 4 ds, with lime to master.

Schr. Ribero, (Port.) Ribero, Lisbon 38 ds, with wine, cork and fruit to J. A. Machado.

Schr. Tagantile, Fox, Rockland 4 ds, with timber and lath to master.

Schr. Lydia Brooks, Coombs, Belfast 11 ds, with lumber to master.

Schr. Nancy Mills, Eldridge, Portsmouth, N. H., 5 ds, with mdse to S. W. Lewis.

Schr Medora, Rhodes, Rockland 4 ds, with lime to master.

Schr Columbia, ——, Lubec 10 ds, with lath and plaster to master.

Schr. Leopard, Post, Lubec 10 ds, with lath and plaster to master.

Schr Isaac Adams, Gregory, Rockland 4 ds, with lime to master.

Schr. Jane Ingraham, Wheeler, Rockland 4 ds, with lime to master.

Schr Trade Wind, Jenkins, Norwich 1 day, in ballast.

Schr E. C. Scranton, Smith, Portland 2 ds, in ballast.

Schr. Irene, Bateman, New-Haven 1 day, in ballast.

Schr. Jesse Hoskey, Smith, New-Haven 1 day.

Schr. J. M. Bakeard, Hughes, Portland, Ct 3 ds, with stone.

Sloop Samuel Hall, Coe, Portland, Ct 2 ds, with stone.

Sloop Revive Sturgis, Providence 2 ds.

Sloop Thomas Hull, Hull, Providence 2 ds.

BELOW—Ship Atlantic, Hayden, New-Orleans 22 ds, with mdse, to W. T. Frost; ship Catherine, Setzer, Charleston 6 ds, with cotton, &c to T. Wardell; also a Brem bark.

SAILED—Park statesman, (Br) Corning, for Gaspee, L. C.

WIND—Sunset, S.

[By the Sandy Hook Magnetic Telegraph.]

THE HIGHLANDS, June 23—6 P. M.

Ship Z Parks and 1 brig inside the Hook—1 ship off the Hook; and 1 ship, a Swedish bark and 2 brigs in the offing, all bound up.

2 barks and 2 brigs near the Spit, bound out.

Wind light from S—weather hazy.

By Telegraph.

BOSTON, June 23—Arr. ships Diana, New-Orleans; Daniel Webster, Liverpool; brigs Fawn, St. Jago; B. Young and A. Fearing, and Factor, Philadelphia; schrs Conc Tucker, Henry Lazarus, Turnes Sisters, and D. C. Brooks, Philadelphia.

Cld. ship Sarah, Calloo.

[From our Correspondent.]

PHILADELPHIA, June 23—*Arrived*—Brig J. Meanes, Hamlich, Matanzas Port, Boston; schrs J. O. Ireland, Weiden, New-York; E. Pratt, Wightman, New-York; Newell, Scott, Winchenbach, New-York; Harriet, Doyle, Portland; S. M. Smith, Smith, Boston; W. H. Clark, Webster, New-York; Martha Washington, Wigginshaw, Fall River.

Cleared—Brig Conveyer, Scull, Barbadoes; W. H. Perse Webber, Boston; J. Meanes, Hamlich, Boston; M & J. Gilmore, Eldridge, Boston; schrs. S. M. Smith, Smith, Boston; W. H. Clark, Webster, Boston; Harriet, Doyle, Boston; J. Truman, Purnell, Plymouth, Canary, Winchenbach, Boston; E. Pratt, Wightman, Fall River.

Disasters, &c.

THE SHIP JOHN C. CALHOUN, fm New-York for St. John, N. B., reported to be telegraph, ashore at Musquash, N. B., was built in Hallowell, in 1847, was 708 tons burden, and insured in Boston for $40,000, divided equally between three offices.

THE IRON BARK NORDEN, which was driven from the ballast ground, Quebec, during a squall sometime since, to opposite Tibbit's Cove, where she stuck in 3 fathoms of water, was being repaired on the 2 inst. Br bark ANGELINE, Haddon, fm Liverpool for San Juan del Sur, put into Cobo April 12, in a very bad state, from stress of weather so much so as to render her unfit for repairs. She had carried a leak before rounding Cape Horn, and from that time until her arrival at Cobo the crew pumped 400 feet of water out of her. Cargo received damage, a large portion of it.

EXTRACTS OF LETTERS to Elwood Walter, Esq., Sec'y of the Board of Underwriters:

"GALVESTON, June 12, 1853.

"The steamboat Star State, from Houston, arrived this morning in sight of the wharf, with (from appearance) 400 or 500 bales cotton. The cotton on deck is being thrown overboard and loaded at different places; the cotton in the hold being on fire, it is impossible to stop it without sinking the boat; they are now scuttling her, and will in the way save considerable. Insurance on cotton, $40 per bale; insured cotton, $35 per bale. The cotton from the schr General Frank Pierce has also been saved and loaded; the total loss on it will amount to 40 per cent, including salvage. The vessel is for repaired drifted on shore, between Bolivar Point, has finally woken up. She had nothing of any amount in her, one bale of cotton, with a few number of spares, apparently had barrel stave, were found about her, and between the ceiling and outside planks were found several pieces of land. The deck was scrubbed, a few spots of blood, and nothing else was discovered to indicate what vessel it was. Since writing the above, the Star State has been sunk, and the fire got under; damage to vessel and cotton must be considerable."

THE POLLOCK, M'Leary, at Liverpool 6th inst., from New-Orleans was the vessel which picked up four of the crew and 25 of the passengers of ship William & Mary, wrecked on the Bahama Banks.

SCHR. ALBERT PACKLEY, Welch, which sailed from Rumor 7th inst., for the West Indies, with a cargo of lumber, on the night of the 19th inst. was struck by a sudden squall and capsized, and the Captain, Charles Packley, Henry Jewell, and George Golding, were drowned. The last named died next, and Henry Henderson, Geo. McCosin and Jas. Marsden, got into her, and were picked up about an hour after the disaster by the schr Flying Eagle, Golder, and brought to Boston. The boat was seen bottomed by Jas. Marsden.

SHIP SQUANTUM, Crocker, from Liverpool, of and for Boston, went ashore June 8, near Derby Haven, Isle of Man. She may be got off. A steamer went to her assistance. The passengers had been landed.

To Mariners.

NEW CHANNEL AT THE MOUTH OF COLUMBIA RIVER.—The pilot boat California reports a new channel making out through the Middle Sand, to the south of Sand Island, and cutting through the Middle Sands. It is narrow at present, but a good fair wind and weather has entered on a Northwesterly, for which the main South channel has weakened so far to the Southward. It has three fathoms full tide.

The outer buoy is the channel, on the west side, has sank.

The light house on the fourth point of Java, in the Straits of Sunda, three quarters of a mile from Anjier, is a large stone building, painted with lines, from which a tarred wooden tower rises. It is a fixed light of the fourth magnitude, and can be seen 8 or 10 miles in clear weather.

Sow & Pigs.—The New-Bedford Mercury it states that a survey of this well known ledge has been made under the superintendence of the Light House Board with a view of testing the practicability of erecting a Light House thereon. The result of the investigation was understood to be favorable.

Spoken, &c.

April 7, lat. 46 52 S., long. 52 17 W., ship Queen of the Pacific, Reed, fm Boston (Jan. 26) for San Francisco.

Feb. 24, lat. 31 8 S., long. 2 W., bark Fox Patridge, Broughton, fm Baltimore (Dec. 7) for Port Philip.

May 19, lat. 45 36, long. 23 10, brig Effort, fm Bordeaux for Philadelphia.

May 22, lat. 43, long. 33, ship Sterling, Henderson, fm. Cardiff for New-York.

May 30, lat. 50 56, long. 10 15, Br bark Pathfinder, fm. New-York for Bristol.

June 19, lat. 38 10, long. 71, bark Henrietta, of Scarsport, 4 ds fm. Boston for Messrs.

No date, lat. 39 13, long. 73 42, schr. Avon, fm. Georgetown, S. C., for Scarsport.

Whalers.

Sld. from Nantucket 20th, schr. Isaac Cook, Patterson, for Shoals, whaling.

Arr at New-Bedford 21st, ship Marcia, Winn, North Pacific, bottom Nov. 26, with 1,100 bbls wh, 40 do sp. oil, and 12,000 lbs bone; spoke 4,000 the bone; took 100 bbls on the passage home. Spoke March 3, lat 56 S., lon 48 W., barks Lagrange, Jenney, Mattapoisett, no oil on board, (sent home 50 sp.) 11th same lat &c., Maria Morris, New-Bedford, clean, for the Pacific; 14th, lat 50, lon 46, ship Uncas, Swain, Nantucket, clean; April 7, lat 25, lon 33, bark Thomas, 1,000 sp, New-Bedford, no oil; June 2, lat 32 N, lon 43, bark D. Ellis, New-Bedford, no oil; June 8, lat 38, lon 52, brig Mt Hope, Manchester, Fall River, 75 sp. 8th, lat 32 29, lon 52, brig America, Clark, Mattapoisett, 150 sp.

Sld. from Fernando Warren 21st, bark Smith Reid, for Atlantic Ocean.

Arr at St Helena May 13, Norse, Nicolls, of S. H., with 900 bbls sp; Samuel Thomas, Poole, of Mattapoisett, oil not stated; bark Hartley, Taber, 250 bbls, (perhaps the Hartley, Taber of N. B.); Cambria, Rogers, of N. L., 60 bbls.

A letter from Capt. Gardner, of ship Selph, of Fairhaven, dated May 13, lat 30 N., lon 76 W., reports seen and heard from within the week Ann Parsons, bark Cochelot, Hosmer, Mattapoisett, 300 sp; ship Tyrus, Rowell, Rochester, 70 sp; Alexander, do, 40 sp; Pocahontas, do, clean; heard of a few days since bark Willis, Bridge, Mattapoisett, 140 sp; a month since, schr Pal