To Liverpool 10,000 bush. grain at 11½@12d; 2,000 bbls. Flour at 3/6@3/9; 600 or 800 bales cotton at 11-32@¾d. To London, 1,000 bbls. Flour 4/9. To Havre, 5,000 bushels grain at 24c.; 2,000 bbls Flour at 35c. The Shipping List adds up for the previous three days:

To Liverpool 8,000@9,000 bbls. Flour at 3s. 3d.@3s. 6d.; 3,000 Turpentine and Resin, 4s.; 500 tons Log wood, 42s. 6d.; 460 tcs. Beef, 5s.; 200 boxes Bacon, 37s. 6d.; 60,000@70,000 bushels Grain, 11d. in bulk, and 11½d. @12d. in ship's bags; and Cotton, ¾d. Several of the engagements above were by a British ship. To London, 450 bales Bacon and 12 tuns Lard, 50s.; 2,500 bbls. Flour, 4s. 9d.; 500 tcs. Beef, 7s.; and 100 bbls. Clover Seed, 5s. 3d. To Bristol, a vessel was taken up at 12d. for Wheat. To Antwerp, 200 boxes Sugar, 30s., and 7,000 bushels Rye, 17d. To Havre, 10,000@15,000 bbls. Flour, 95c.; and 10,000@15,000 bushels Wheat, 24c. To Melbourne, 2,500 bbls. Flour, $4, delivered on the wharf. To California, 60@65c. for Measurement, and 1c. for Heavy Goods; a full ship engaged 400,000 feet of Lumber at 45c., and 5 ⅌ cent. primage. A brig from Satilla River to New-York, $14 for Timber.

In port yesterday:			
	Barks		92
Steamers	41	Brigs	193
Ships	143	Schooners	206
Total			685

The receipts of the Little Miami Railroad Co. for two weeks ending:

January 1, 1854, were	$22,254 61
January 8, 1853	20,576 06
Increase	$1,678 55

The receipts of this road for the years 1852 and 1853 were

	1852.	1853.
From passengers	$377,136 92	$550,196 87
From Freight and Mails	250,009 48	316,011 79
Increase	$55,760 85	$867,558 66

Showing an increase in the gross receipts of $140,812 31.

Receipts of the Norwich and Worcester Railroad for the month of

December, 1853, were	$21,837 85
December, 1852	21,543 66
Increase	$2,294 19

The Mechanics' Bank of Watertown, which was not redeemed at Albany, will probably go on. The notes are still bought in small amounts in Wall st. at the same rate as before. *Thompson's Bank Note Reporter* says:

The failure of the Merchants' and Mechanics' Bank of Oswego was announced last week, Jan. 6, P. M. Withdraw the securities will, when sold, realize enough to pay 80 cents on the dollar. We shall pay 75 cents on the dollar to those who wish to sell in advance of a dividend.

We have sent a petition to the Legislature, asking an investigation into the causes of the failure of this Bank and the Farmers' Bank of Onondaga.

The demand for small Land Warrants continues good, while there is very little inquiry for 160s. The quotations are:

	Buying.	Selling.
160 acre Warrants	$100	$104
120 acre Warrants	90	93
80 acre Warrants	45	46½

The Delaware and Raritan Canal and Camden and Amboy Railroad Companies have declared a semi-annual dividend of 6 ⅌ cent.

The following dividends have been declared by the Poughkeepsie and Pine Plains Banks: Bank of Poughkeepsie, 6 ⅌ cent.; Mechanics' Bank, 4 ⅌ cent.; Farmers' and Manufacturers' Bank, 5 ⅌ cent.; Falkill Bank, 3½ ⅌ cent.; Pine Plains Bank, 4 ⅌ cent.

The Imports of Dry Goods continue to be less than at the corresponding period of last year, but the imports of the first ninety days of the year will probably be quite up to the amount received during the same time in 1853. Goods have been ordered so as to arrive early this spring. The total amount entered thus far in January is $4,178,594, against $5,066,756 in 1853. The details of the week are:

ENTERED FOR CONSUMPTION.

	Packages.	Valuation.
Manufactures of Wool	1,103	$349,390
Manufactures of Cotton	2,400	872,297
Manufactures of Silk	690	514,441
Manufactures of Flax	951	229,135
Miscellaneous	1,059	109,106
Total	6,220	$1,674,369
WITHDRAWALS.		
Manufactures of Wool	217	53,591
Manufactures of Cotton	467	85,018
Manufactures of Silk	178	72,123
Manufactures of Flax	146	22,433
Miscellaneous	10	2,754
Total	1,018	$235,664
WAREHOUSED.		
Manufactures of Wool	237	97,332
Manufactures of Cotton	1,091	271,327
Manufactures of Silk	137	99,948
Manufactures of Flax	229	41,031
Miscellaneous		2,713
Total	1,704	$512,352

The Imports of the week other than Dry Goods, were $1,435,226, including—Cigars, $42,600; Copper, $67,000; Coffee, $148,700; Iron, $82,700; Glass, $38,800; Hardware, $31,000; Hides, $120,500; Steel, $36,000; Sugar, $133,500; Tobacco, $37,600; Tea, $67,500.

The exports of the week, exclusive of Specie, are $1,500,867, including nearly $1,100,000 of Breadstuffs.

The Nashville steamer will not probably take much gold.

Mr. Nicolay holds a sale of Securities at the Merchants' Exchange, on Monday, at 12½ o'clock.

The Union Canal Co. of Pa. advertise for a loan of $200,000, for the purpose of widening their Canal from Reading to the Swatara. The Bonds are secured by a first mortgage on the property of the Company, and will bear six ⅌ cent. interest.

The Mining Register of Pottsville of the 14th inst. gives the annexed statement of the Coal trade of Schuylkill, Lehigh, Lackawanna, Shamokin, Cumberland and Pittsburgh districts, for the year 1853, and the estimated tunnage for 1854:

COAL TRADE OF PENNSYLVANIA AND MARYLAND.

Where from.	No. tons carried for 1853.	No. tons estimated for 1854.	Estimated ⅌ cent.
Schuylkill region by railway	1,522,210	1,745,000	3,000,000
Schuylkill region by canal	868,095	971,864	1,250,000
The Lehigh region	1,060,423	1,188,465	1,300,000
Lackawanna, or Delaware and Hudson Canal	1,004,000	1,104,400	1,200,000
Shamokin district	12,000	30,000	100,000
By Union Cons	80,000	88,720	400,000
Dauphin and Susquehanna Co	20,000	40,000	50,000
Cumberland (Md.) district	586,375	590,292	800,000
Total	5,204,500	6,629,814	9,050,000

The production of Bituminous Coal in the Pittsburgh district in 1853 was 26,708,921 bushels, and in 1854, allowing 10 ⅌ cent increase, will be 29,379,813.

The officers of the Cleveland and Pittsburgh Road have been reelected.

The receipts of the Road for the month of December, 1852 and 1853, are as follows:

	1853.	1852.
Passengers	$14,447 30	$12,112 07
Freight and Mail	20,883 64	10,724 12
Total	$35,330 94	$22,836 19
Increase	$12,488 15	

The Road declared a semi-annual dividend of five per cent, to be paid on the 25th inst.

At Boston the Money market continues in much the same position as for some time past. Negotiations in business paper, four to six months, are principally made at 10 ⅌ cent; very choice names at 9.

At Cincinnati the money market is active. Paper goes at 1⅜@1½ ⅌ cent for good names. Exchange on New-York is ¼@¾ ⅌ cent premium.

We gather the following from the report of the Auditor of State of Indiana:

1st. A general statement of the receipts and expenditures during the fiscal year from Nov. 1, 1852, to Oct. 31, 1853.

Total receipts in the Treasury from all sources during the year	$1,620,943 74
Add balance on hand Nov. 1, 1852	492,719 19
Grand total	$2,020,083 22
Total amount of warrants paid at the Treasury during the fiscal year	$1,500,005 52
Balance on hand Nov. 1, 1853	$514,537 90

The reconciliation of the receipts and disbursements of the General Fund, and of each of the separate funds belonging to or held in trust by the State, shows the following:

On account of the General Fund	$816,197 79
On account of Library Fund	66,605 51
On account of University Fund	19,498 79
On account of Common School Fund	15,504 07
On account of Swamp Land Fund	21,359 47
On account of State Debt Sinking Fund	34,409 42
On account of Wabash and Erie Canal	631,479 99
Total receipts	$1,620,943 74
Add balance on hand Nov. 1, 1852	492,719 43
Grand Total	$2,020,083 22
On account of General Fund	$702,635 41
On account of University Fund	16,910 88
On account of Common School Fund	12,354 09
On account of Swamp Land Fund	27,257 53
On account of State Debt Sinking Fund	31,429 06
On account of Wabash and Erie Canal	629,118 41
	$1,519,705 32
Balance as before stated	$514,537 90

The Buffalo Courier furnishes a report of a meeting of the stockholders of the Buffalo and New-York City Railroad, which was held at Warsaw, on Tuesday last, to consider the present condition of the affairs of the company.

Hon. G. R. Babcock, of Buffalo, one of the directors, stated that it was generally understood that the affairs of the company were in an embarrassed situation. The road was originally intended to extend from Attica to Hornellsville, to connect the New-York Central and the New-York and Erie, but was finally extended to Buffalo—that the road was thus built 90 miles in length, instead of 60 as first intended, and that no increase of the capital stock of the company was made to meet the additional cost of the work.

That, he thought, was the primary cause of the present embarrassment. The total cost of the road and fixtures up to October was in round numbers $3,313,000. The capital stock is $900,000, of which about $700,000 has been received and applied. The first bonds issued were $700,000, secured only by a mortgage of that part of the road between Attica and Hornellsville; and $500,000 were issued on bond and mortgage of the remaining part of the road; a part of the last were applied to the purchase of that part of the road formerly owned by the Buffalo and Attica Railroad Company. About $160,000 income bonds have also been issued, making the capital and funded debt something over $2,000,000 and leaving still about $1,200,000 floating debt, part of which is due, and to meet which steps must be immediately taken. A part of the floating debt is secured to the creditors by a further issue of bonds which are hypothecated, but which have never been sold or even put in the market.

The earnings of the road during the summer have varied from $18,000 per month in May, to $38,000 in July, and has receded again to $28,000 in October, the falling off being in passenger receipts, those for freight having been steadily on the increase, and under the present reduced rates of expenditures, less than half of the receipts have been required for running expenses. Mr. B. said, that from a hasty calculation, he had just made it appears that, could the receipts of the road be made to average $35,000 per month, this would pay all the interest of the debt, and leave a dividend of 5 ⅌ cent. ⅌ annum on the capital stock, and this, with the consideration that the road is now complete, with a branch to the harbor, offering facilities for freighting not heretofore enjoyed, that the entire cost of the road has only been about $37,000 per mile, while the New-York and Erie cost $60,000, and others even more—that the opening of the railroads through Canada must increase the receipts for passengers, and that the road is state owned by the Company in the City of Buffalo is worth $300,000 more than it cost, ought to be an assurance that the road will eventually become a paying road, and that its stock will be a good investment. Several plans, said Mr. B., have been suggested to meet the emergency, and among others, the issuing of bonds to the present stockholders, at a rate of discount agreed upon, the bonds to be convertible into stock at any time, at par, seemed perhaps the most feasible.

A Committee of eleven of the stockholders was appointed, who, through their Chairman, John B. Salsner, Esq., adopted resolutions approving of the manner in which the affairs of the Company were conducted by the present Board of Directors, and expressing entire confidence in their integrity and good faith. The resolutions were unanimously adopted. A Committee consisting of one stockholder from each of the towns along the line of this road, where many of those having stock reside, and one from this City, were appointed by the meeting to act in conjunction with the Directors in adopting such measures as they deem best calculated to promote the interests of the Company.

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

SATURDAY, Jan. 14, 1854.

ASHES—The market is quiet—holders are firm; sales of Pots at $6 12½, and Pearls at $6 25.

COTTON—Our market is steady, with a good demand; sales of 3,000 bales. Export, 2,011 bales; home use, 501; speculation, 350; in transit, 201.

FLOUR AND MEAL—Our market for Western and State Flour is from 6@12½c. better, with less offering. Holders of shipping brands enhance their prices to the extent. The arrivals are light, and with moderate local and Eastern inquiry the market closes quite firm, with somewhat more to arrive. Canadian is quiet and is now at 4 ⅌. The sales of Western Canal are 8,000 bbls., part to arrive, at $7 25@$8 for common to good Ohio and mixed to fancy Michigan. Southern Flour is better and in good request for export, and the home trade; sales of 1,100 bbls. at $7 37½@$8 for mixed to general straight brands Baltimore Flour is 25@50c. better and $8 was the price of a small lot of Howard-street Mixed. Corn Meal is neglected in the for export; sales of 200 bbls. Jersey at $3 81, and now held higher; Brandywine is held at $4 25. Buckwheat Flour is quiet at $2 50@$2 87½ ⅌ cwt.

GRAIN—Wheat continues in demand, and further sales of 3,000 bushels prime Pennsylvania Red were made at $1 55@$1 56 ⅌ bushel, and a small lot of White at $1 75. Rye is scarce and in demand at 86@87c. Corn has been better, and there is but little offering. Sales of 5,000 bushels Yellow and Yellow sold at 72c., in store, and 1,500 bushels old on private terms. In Oats no change.

WHISKY is scarce and held firmly at 30c., in bbls; sales of bbds. at 27½@28c., and Drudge at 27c.

Markets. *Reported by Telegraph.*

CINCINNATI, Jan. 14—Hogs are firm at 4½c. Provisions firm; Mess Pork is selling at $11 25, and barreled Lard at 8c. Salted Meats are in good demand at 6@6½c. for Shoulders and Sides, but an advance is demanded by holders. Sight drafts on New-York 1 per cent. premium.

LOUISVILLE, Jan. 14—Provisions firmer; sales of Mess Pork have been at sale at $11 50; but is generally held higher. Sales of 1,000 kegs of prime lard at 8c., cash, and 1,000 No. 1 do. at 7½c. No sales of bulk Meats. Shoulders are held at 4½c.; Hams 6½c.

NEW-ORLEANS, Jan. 12—Sales of Cotton to-day, 6,000 bales; prices are irregular. Prime Molasses is quoted at 15c. 5,000 bbls. Ohio Flour have been sold at $8 50. Sterling exchange, 8.

Jan. 13—Sales of Cotton to-day, 6,000 bales; there is no quotable change. Receipts, 27,000 bales. Middling at 9 1-16c. Decreased receipts at all the ports 362,000 bales. Whisky 28c. Prime Molasses 18c. Coffee dull; sales of the week barely 1,000 bags, mostly at 11@12c. Corn 68c.

Jan. 14—Sales of Cotton to-day, 3,000 bales; prices irregular and unchanged by bullish advices. Flour has advanced 25c.; 5,000 bbls. Ohio fetched $7. Freights—Cotton to Liverpool dull at ⅛c. Sterling exchange 9@9¼.

NEW-ORLEANS, Jan. 11—For the week ending yesterday the lower grades of COTTON have been in active demand, and prices have advanced ⅛c. We quote Middling at 9½c., and good Ordinary at 8½c. The total sales have exceeded 36,000 bales.

Receipts of Produce.....JAN. 14.

By the New-York and Harlem Railroad Company for the week ending Jan. 14—9 Cases Milk, 284 head Cattle, 14 do. Cows, 191 do. Calves, 1,725 do. Sheep, 4 do. Horses, 36,952 lbs. dressed Hogs, 12,956 do. Mutton and Beef, 152 pcls. Poultry, 19 do. Eggs, 30 do. Butter, 1,419 do. Sausages, 343 bushels Oats, 6,600 do. other Grain, 135 do. Feed, 815 do. Potatoes, 137 bags Buckwheat Flour, 6 cases Hats, 4 do. Clocks, 10 do. Lime, 202 bales Hay, 24 tons Iron, 2 do. Copper, 20 do. Marble, 5 do. Ice, 6,024 reams Paper, 117 bls. Pickets, 18 bales Wool, 35 bags Leather.

By the Erie Railroad—142 bbls. Flour, 236 do. Provisions, 370 do. Butter, 25 do. Ashes, 9 do. Cheese, 3 do. Glue, 1 Leather.

By the New-Haven and Housatonic Railroad for the week—336 bags Buckwheat Flour, 5 do. do. Beef, 24 do. Butter, 11 do. Eggs, 32 pkgs. Leather, besides merchandise.

Passengers Arrived

In bark Model, from Nicaragua—Wm. Allaire, R. Fruthaway and son, Charles Vareon.

MINIATURE ALMANAC.....THIS DAY.

SUN—Rises.....7 32 | Sets.....4 55 | MOON—Rises.....4 16
HIGH WATER.....THIS DAY.
Sandy Hook.....6 36m | Gov. Island.....7 45m | Hell Gate.....9 21m

MARINE JOURNAL.

PORT OF NEW-YORK.....JAN. 14

Cleared.

Steamships—Jamestown, Norfolk, Richmond, &c., Ludlum & Pleasants; Augusta, Lyon, Savannah, S. L. Mitchill; James Adger, Dickerson, Charleston, Spofford, Tileston & Co; Conqueror, (Br.) Donaldson, St. John, N.B., Barclay & Livingston.

Ships—Empire, Zerega, Liverpool, Zerega & Co; Marathon, Tyler, Mobile, J. W. Phillips; Patriot, (Brem.) Cassens, Bremen, Goodwillie & Mohr; Helvetia, Marsh, Havre, Wm. Whitlock, Jr.; Sheridan, Clark, Liverpool, J. Foster, Jr.; Constellation, Allen, Liverpool, Kermith & Carew.

Barks—Harvest, Nichols, Mobile, Sturges, Clearman & Co; Lyrenium, Cornthwaite, Galveston, Hy. Shelden & Co; Amaranth, (Brem.) Probst, Antwerp, Meyer & Stucken; Agra & Heinrich, (Brem.) Kohlmann, Havre, A. Gildemeister; Linden, Clarke, Mobile, Sturges, Clearman & Co; Alfred, (Brem.) Pundt, Charleston, Meyer & Stucken; George W. Horton, Pickard, New-Orleans, Nesmith & Sons.

Brigs—Canada, (Br.) McDougal, Baltimore, J. S. Whitney & Co; Volante, Sewell, Cadiz, Schiff Bros; Keoka, Carver, Matanzas, J. Atkins & Co; Tornado, M'Carthy, Bermuda, Hyland & Smith; Marcelina, Norton, Jacksonville, Thompson & Hunter.

Schooners—S. N. Strong, Lynch, Georgetown, Dollner & Potter; Argus, Baldwin, New-Haven, J. H. Havens; E. S. Penny, Blackington, St. Thomas and Marmadoke, Maitland, Phelps & Co; H. L. Orseth, Cert, St. Domingo City, B. F. Buck & Co; Eclipse, Godfrey, Savannah, Scranton & Tallman; Robt. P. King, Leeds, Philadelphia, J. W. M'Keo; H. Nichols, Barnoughs, Philadelphia, J. W. M'Keo; Louisa, Crowell, Boston, S. W. Lewis; New-York, Goodsell, Boston, Dayton & Sprague; America, Gandy, Franklin, Peck & Lyman; Ellen Rodman Osgood, New-Bedford, to master.

Sloops—America, Hull, Providence, to master; Harvest, French, Providence, master; Blackbird, Nichols, Providence, master, Essex, Cole, New-Haven, J. H. Havens.

Steamer—Josephine, Morrison, Philadelphia, J. & N. Briggs.

Propeller—Western Port, Ingersoll, Baltimore, Parker Vein Steamship Co.

Arrived.

U. S. storeship Relief, A. B. Fairfax, Lieut. Com., Rio Janeiro, Nov. 19, via St. Thomas 1 d.

Ship Argus, (Brem.) Schelling, Bremen 50 ds. with mdse. and 221 pass. to Ouerichs & Co. Has had 2 deaths on the passage.

Ship Clifton, Ingersoll, New-Orleans 14 ds. with mdse. to Stanton & Thompson. Experienced heavy weather; lost sails, &c., 12th inst. had a heavy gale fm S., split topsails and jib.

Ship Adrian, (of Savannah) Neal, Shields 65 ds. 37 ds fm the Downs, with coal to H. & F. W. Meyer. 7th inst., lat. 33 13, lon. 64 40, spoke brig Quintock, of and fm Baltimore for the Mediterranean 4 ds out, she A made a southern passage and had fair weather.

Ship Continent, Drummond, 42 ds fm Liverpool, with mdse. and 430 pass. to W. & J. T. Tapscott. Experienced heavy weather on the passage. Has had 34 deaths among the steerage passengers by cholera.

Ship Albion (Nor.) Kobt, fm. Stockholm, and 43 ds fm Londonderry, 18 ds and 14 pass. to Schmidt & Bachem. 6th inst. lat. 38 39, lon. 69 41, in with the wreck of the Emma W. Richardson, of Brooklyn, (hence reported) both masts gone and full of water.

Bark Marini, Colson, fm. Nuevitas Dec. 22, with mdse. to Peck & Church.

Bark Patria, (Bremen) Sippel, 42 ds fm Bremen with mdse. and 218 pass. to R. Goldmeister & Co.

Bark Philomela, Grover, Callao 119 ds. with guano, to order. Dec. 9, lat. 11 30, lon. 31 08, spoke whaleship Illinois, fm. New-Bedford, 30 days out, clean, all well. 11th, lat. 34 15, lon. 71 08, exchanged signals with ship Pyramid, fm. New-Orleans for Liverpool.

Brig Tolason, Fenningway, Laguna Dec 21, with logwood to Lobach & Schepeler, vessel to J. T. White. Jan 9, lat. 34 20, while lying to, in a heavy gale from S.S.W to N.N.E, shipped a sea which have her on her beam ends; righted with loss of part of deck-load.

Brig T. A. Cunningham, (of Baltimore) Rich, Curacoa 30 ds, with salt to De Jonge Bros.

Brig Perseus, (Hol.) Cruze, 59 ds fm Amsterdam, with mdse. and 2 pass. to French & Melecke. Dec 14, lat. 36 16, lon. 69 23, spoke whaleship Monticello, of Nantucket. Dec. 13, lat. 35 7, lon. 25 16, spoke ship Louvre, hence for Havre.

Brig T. A. Cunningham, (of Baltimore) Rich, Curacoa 30 ds, with salt to De Jonge Bros.

Brig Toledo, Hemmingway, Laguna 23 ds, with logwood to Lobach & Schepeler.

Brig Leers, (Dan.) Peterson, Rio Janeiro 33 ds, with coffee to French & Melecke.

Schr. J. P. Weatherill, (of Philadelphia) Foster, Savannah 7 ds, with cotton, &c., to master.

Schr. Clara A. Greiner, (of Philadelphia) Martin, Wilmington 3 ds, with naval stores to master.

Schr. Alexander M. Chrystie, Baltimore, bound to Wareham.

Schr. Louisa Dyer, Sylvester, Rockland, with lime.

Schr. Speedwell, (of Plymouth, Mass.) Cornish, St. Thomas 17 ds, with logwood, to Atwater & Mulford.

Schr. Cornelius Van Name, Van Vame, Virginia 2 ds.

Schr. Jane Ross, —, Virginia.

Schr. Washington, Van Name, Virginia.

SAILED—Steamships James Adger, Charleston; Augusta, Savannah; Jamestown, Norfolk and Richmond; ship Universe, Liverpool, and others.

The schr. brought into port Saturday, by Capt. Wilson, of whaling bark United States, was the Tybola, of Newburyport, abandoned on her passage fm. Baltimore to Providence, and crew rescued by brig Suwannee, arr. here 4th inst., as before reported.

Brig Stephen G. Rose, Crosby, from Rockport, reported arr. in Satchey morning's edition, reports: Jan. 12, lat. 40 10, lon. 68, fell in with schr. Flying Eagle, of Thomaston, Capt. Post, from Havana for New-York, 9 days out, with the captain and crew down with the fever, her decks swept off, gallery, boats, sails gone, and 4 feet of water in her hold; took off the captain and crew, (also 65 boxes of cigars from the wreck) and brought them to this port. Capt. Post reports himself and crew were 7 days without food, water or fire, and in consequence of the crew being sick, they were unable to clear the wreck. [The F. E. was previously fallen in with by schr. Matilda, arrived at Hoboken; Rockaway, who being short of provisions told by until the S. G. Rose came up.]

Arrived.....SUNDAY, JAN. 15.

Ship America, (packet) Barstow, Liverpool Dec. 1, with mdse and 218 pass. to D. S. A. Klapsfuhl & Sutton. Experienced very heavy weather during the passage. Dec 27, lat. 40, lon. 56 encountered a heavy gale from S.E., and at 12 A. M. was struck by a heavy sea, which washed overboard James Quenet, of Dundee, Scotland and carried away middle mast, sprung the head of rudder, lost starboard bulwarks, and stove in side of poop, on account of which was compelled to heave the ship to, stop the leaks and repair damages. Jan. 4, lat. 40, lon. 59, spoke brig Helena, of Warren, understood to be fm. New-York, for Cadiz, 8 days out, with loss of bulwarks, &c. Jan. 9, lat. 38 30, lon. 69 30, spoke a gale from N.W. was struck by a heavy sea which started the poop deck and flooded the between-decks. 16th inst., took a pilot from boat No. 16, 9 ms. E. of the Hook. 17th, Fire Island bearing N.N.E. 16 miles, spoke steamer Union, bound on a cruise in search of steamer San Francisco; at 7 P. M., landed the pilot and resumed with wind east and weather thickening; 13th, made made Fire Island bearing N.W., saw a ship with loss of mizzen-mast and other spars; 14th, anchored outside the bar. During the night of the 14th, blew hard, and experienced very heavy gales; lost sails, eight efficient seamen to work the ship.

Ship Mary Thompson, (packet) Pendleton, Liverpool Dec 16, with mdse and 2 pass to Samuel Thompson & Nephew. [See news columns.]

Schr. Jones Smith, Forman, Wilmington 6 ds, with naval stores to Mc'ready, Mc'ready & Co.

Schr. Pearl, Westervelt, Newbern 3 ds, with naval stores to R. M. Blackwell.

Schr. James H. Street, Parson, Wilmington, Del. 3 ds, with wheat to master.

Schr. C. H. Vanorse, Vaname, Virginia, with oysters.

Schr. W. H. Marsh, Decker, Virginia, with oysters.

Sgr. John W. Housman, Housman, Virginia, with oysters.

Sch. Edward & Francis, Willett, Key Harbor 1 day.

Propeller Eastern State, Flowers, Philadelphia 26 hours, with flour, &c., to order.

BELOW—One bark and 1 brig unknown.

WIND—During the day light airs from N.W. to S.

QUICK PASSAGE—The yacht schooner Pride of the Seas, built for Messrs Fox & Scofield, of this city by George Steers, made her trip from this port to Melbourne in 86 days. Her captain, Lewis H. Hedge, expresses the highest satisfaction of the manner in which his beautiful little craft behaved herself, and states that the passage from the Capes to Melbourne was the shortest by two days, of any on record.

[From our Correspondent.]

PHILADELPHIA—*Arrived*—Jan 14, schr. Henry Nott, Garwood, Eli Townsend, Sammonan, Charleston; S. B. Bailey, Carey, New-York.

By Telegraph.

NEW-ORLEANS, Jan. 14—Arr. during the last few days ships Tenlon, St. Louis, Atlantic, Ariel, Hindoo and William D. Sewell, all from New-York; ships Sacramento and Meridian, and barks Amazon, Mary Elizabeth and John Parker, Boston; barks Empress and Emily Bentley, and brig Gilmore, Philadelphia.

BOSTON—Arr. Jan 13, ships Cole, from Liverpool; Washington Allston, Calcutta; Neptune, Liverpool; bark Jubilee, Matanzas; brigs Intrepid, Glasgow; Plantagenet, London; Gem, Worth, St. Domingo.

Below in Light House Channel, packet-ship Southampton, from New-York for London. Put in for men, a portion of her crew shipped in New-York being unable to go aloft.

Disasters, &c.

See general news columns for additional marine intelligence.

SHIP METAMORA, Trask, which cleared at this port 3d inst., for Havre, was spoken on Saturday morning, 40 miles W. S. W. of Sandy Hook, with everything gone but the stump of her foremast. A pilot-boat came to the city for a steamtug and other assistance.

SHIP REBECCA Wolfe, from New-Orleans for Rio Janeiro, with a cargo of 3,140 bbls. flour, went ashore on Alligator Reef, of crown Latitude; the assistance of the wreckers was taken on the 27th, and he vessel hove off in the afternoon of that day. Captain Wolfe settled with the wreckers by giving them the flour they had on board when the ship floated. Having received but little apparent injury, he put to sea immediately. The flour obtained by the salvers is valued at $3,000.

Ship Hampton, White, fm. New-York Dec. 24 for New-Orleans, was ashore on Orange Keys 4th inst., by Capt. Sanders, of bark West Wind, hence at Key West. She had gone on at high water and was much bilged; Capt. S judged her to be 3 feet out of her usual draft; no wreckers were near, nor would Capt. White take assistance from the West Wind, although offered, not considering his vessel in danger. Several pilot-boats left Key West to go to her assistance, but had not returned up to the afternoon of the 8th; it was thought they were wrecking the ship.

PARK EDWARD, Anchindez, fm. Havana for New-York, previously reported at Key West, in distress, put in 23d ult.; she encountered heavy weather in the Gulf, which strained the vessel, causing her to leak so that it required constant pumping to keep her afloat. Sufficient cargo was discharged at Pensacola to lighten the vessel forward of the leak, stopped, over works scalloped, cargo put on board again, and the vessel ready for sea 30th inst., but was detained for want of a crew until the 5th, when she was to sail. Expenses, $1,253 33.

PARK MARY ADAMS of Boston, from Oregon for Singapore, was entirely destroyed by fire Oct. 19, near Isla Verda, in the Straits of Mindero. The progress of the fire was so rapid that the crew had no time to save anything from the vessel, and soon after they left the ship the fire reached the powder. The captain, officers and crew reached Manilla a few days after. She had a cargo of spars and lumber. The M. A. was a good A 2 vessel of 379 tons, built at Waldoboro, Me., in 1847, and owned (or formerly owned) by Messrs. Rowland & Pope of Boston.

BARK BORNEO, abandoned on her passage from New-York for London, had her rudder, but four feet of water in her hold and leaky; she was disabled in the gale of 25th ult.

BARK W. H. D. C. WRIGHT before reported at Rio Janeiro Nov. 20, from Baltimore, is reported by Capt. Eeling, of bark St. James, at Philadelphia, as being much damaged. The nature and extent of the damage is not mentioned.

BARK MARYLAND, which has been ashore on Cohasset since 28th ult., arrived up at Boston 13th in tow; she appears but little damaged by the ball.

BRIG LANCET, from Camden, Me., for Charleston, put into Norfolk 11th inst., in distress—damage not stated.

Br. BRIG JOHN MANN, Field, (of Harbor Grace, N. F.,) with a cargo of codfish, was in collision during a thick fog night of 11th inst., with steamer Georgia, on her passage from Baltimore to Norfolk; the brig capsized and filled; captain and crew saved, and arrived at Baltimore 13th.

BRIG H. CURTIS, of Harrington, from Darien, Ga. for —, was spoken 12th inst., off Black Island, with loss of foremast by the deck, head of mainmast, and part of deck load of lumber—by schr. Wild Pigeon at Providence.

BRIG MARY H. CHAPPELL, from Philadelphia for Charleston, put into Savannah 16th inst., leaky.

BRIG MAIL, from Philadelphia for Boston, before reported ashore at Long Island, remained 16th inst., high upon the beach at Eastham, head on, full of water, and sanded to the deck on the least favorable side. Capt. Baker was coming to New-York to see if a contract could be made to get her off, but had very little prospect of succeeding. Most of the cargo had been saved in a damaged state. Such as was not fit to be reshipped would be sold.

BRIG ROYAL SOVEREIGN, Stilphen, 36 days from Curacao for Boston, loaded with salt, ran on the northwest point of Cape Cod, at 11 A. M., 12th inst., and will prove a total loss. Crew saved. Captain Stilphen arrived at New-Bedford Friday afternoon. In landing on Cuttyhunk, the boat upset, and the crew lost part of their baggage, with which was a trunk marked "John Smith, brig Royal Sovereign, Richmond, Me." One of the crew remained on board the brig all night, in consequence of some defect in the life-boat at C.

BRIG ATHENS, of Newburyport, from Wilmington, N. C., for Boston, (before reported) ashore at Chatham, has been lightened of part of her cargo, and is now afloat. She will be towed to New-Bedford for repairs.

SCHR. MARCIA TRIBOU, Sweetser, from Portsmouth, N. H., at Wilmington, experienced very heavy weather on the passage; lost sails, &c. Dec. 28, in lat. 35 18, lon. 69 30, fell in with schr. Reindeer, Capt. J. Cathcart, of South Amboy, bound from Attakapas to New-York in ballast; the Reindeer had experienced very heavy gales; lost sails, spring both masts, and leaking 1,500 strokes per hour; took off the captain and crew and carried them to Wilmington.

SCHR. GORDON, of and for Boston from Port-au-Prince, was fallen in with, no date, &c., dismasted, and the captain and crew taken off and carried to Baltimore by Capt. Killman, of brig Tribune.

SCHR. HOMER, of and from Boston for New-York, which went ashore on Sister's Cove, near Port Adams, in the gale of 29th ult., with masts cut away, was got off 11th inst., and towed to the inner harbor full of water.

SCHR. NANCY L. WASSON, which got ashore on Chatham Beach, has been discharged of cargo of coal, and will sail for Fairhaven to go on railway for repairs.

SCHR. J. B. COFFIN, at Washington, N. C., from Boston, lost in the late gale in Albemarle sound, spars, sails, &c., and leaking badly; will go on the ways to repair.

BR. SCHR. SALUS, from Boston for Mahone Bay, N. S., went ashore at Chebogue Point, night of Dec. 24, and became a total loss. Crew, materials and cargo saved.

THE CARGO of ship Albania, ashore on Cape Henry, will be got out and taken to Norfolk. The consignees, having dispatched several vessels to the Cape for that purpose. Hopes are also entertained that the ship will be got off, as she had sunk but little in the sand, and stuck in eleven feet water.

IT was the bark James Bailey, (not Janus) which put into St. Thomas in distress.

VESSEL ASHORE—Pilot boats Palmetto and R. S. Baker, which arrived at Charleston 11th inst., report a square-rigged vessel, apparently a brig, ashore on the Folly Island Beach. In consequence of the very heavy sea and foggy weather, they were prevented from approaching near her.

MR. H. L. GUNNEY, agent of underwriters at Provincetown, gives the following information of wrecks on Cape Cod: The condition of the vessels ashore on the beach between Race Point Light-House and Highland Light, will not be affected for the worse if the weather continues favorable. Brigs Hannah and 14 vessels ashore within that distance. Schrs Mail and Lowell went ashore near the extreme point of the Race, and became total wrecks. The cargoes of the Lowell's cargo (pig iron) is upon the beach above high-water mark. Bark Fanny Buck is ashore above at the Race Light. The Screw and Lower Company have contracted to deliver her cargo in Boston. They have taken out 200 bales of cotton and landed them on the wharf in Provincetown. If the weather continues favorable, they will get the remainder of the cargo out partially damaged. Her spars are nearly gone, and with the raging of added lay under her bottom. The vessel is considerably strained; not so much, however, as to prevent her being got off and repaired. The cargo of the brig Wm. M. Rogers has all been shipped to Boston. The brig will no doubt be got off, and brought into the harbor by the 14th inst. Bark Elizabeth is almost a total loss; cargo of molasses all stove; remnants of the wreck were sold on the beach. Schr. Henry Franklin, ashore alongside the Elizabeth, broke in two, and is buried up in the sand. Schr. Emerald, of Bristol, lies upright at high-water mark; her hull is but little damaged, and she can be got off. Bark Leander, and brig Little Mills, will be got off, not badly damaged; bark Cargo, and brig Lucy, are in very good order. By brig Rosina is discharged, and the wreckers have recovered her rigging; about 50 feet of the keel is gone; with that exception she will be got off without much damage, and is now effectually in good condition. The schrs. H. Bray, Hunter, Washington, Caroline Richards, remain as before, except that the carrages have been taken off and carried to Provincetown, where contracts have been made to land them in Boston. The vessels excepting the Caroline Richards, can be got off, and contracts have been made to do so. The C. R. with all her effects was sold for the benefit of all concerned. There are a number of vessels ashore still farther along the Cape, inside and out, which no doubt may be got off. Mr. Gurney expresses the opinion that a number of vessels, part of the 200 bill, as he has seen the master of a vessel of about 150 tons, washing up on the beach; also a large quantity of old timbers and pieces of spars strewn along the beach for miles.

EXTRACT from a letter to E'lwood Walter, Esq., Secretary to the Board of Underwriters:

MONTEVIDEO, Oct. 25—The whole cargo of bark Margaret Hunt, from Philadelphia for San Francisco, which put in here in distress, has been sold at public auction, as no vessel could be procured here to take the sound portion of it to San Francisco.

On the 20th inst. the bark Mary America, Brown, from Bangor, June 16th, for Panama, put in here to repair some damages, and departed on her second voyage 21st inst.

On the 12th, the bark Vesuvius, (of Baltimore,) Claggett, arr. from Rio Janeiro in a very leaky condition; her mainmast and l