speaking at 71, and running gradually and rapidly down to 68; $47,000 sold at 68½; and about $130,000 at 68. At second board they rallied, $25,000 selling at 68¾, at which they closed heavily.

P. S.—No mail from Harrisburg since Saturday, and none from New York since last night. Yesterday's Pilot Line came in to-day, about an hour since. The railroad near Bordentown is under water.

Freshets at the South.

[From the Philadelphia North American of March 16]

A VERY HEAVY FRESHET.—The very heavy fall of rain on Saturday morning before daylight, and the consequent melting of the immense masses of snow and ice, in the vicinity of our city and in the interior counties, produced a freshet, which though not marked with severe disaster in our immediate vicinity, has, it is feared, produced terrible destruction on the Susquehanna. As the mails generally do not run on Sunday, we are without authentic accounts, but we have reports from Lancaster, by the passenger cars, which we subjoin.

On Saturday, the Schuylkill at the Fairmount Dam, was seven feet one and a half inches high, being nearly a foot higher [than the freshet of December, 1841. Of course, the shores above and below the dam, were overflowed and considerable damage was apprehended, but as far as we have been able to ascertain, the injury has not been very extensive. Some of the mills and other operative establishments along the wharves below the bridge, at Callowhill street, were compelled to discontinue their work on account of the water coming upon them. The basement of the building of the Fairmount Water Works was inundated, but we are happy to state did no detriment to the works.

At the locks of the Schuylkill Navigation Company, on the western side, near the city, some of the coffer dams, constructed for the purpose of enlarging the canal, have been slightly damaged. This comprises the principal injury sustained by the company at that point. We have heard that further up on the line, the damage was greater, though inconsiderable. It is extremely fortunate for the Navigation Company that this disaster, comparatively trifling as it is, has occurred at this period, before the opening of the spring trade. The repairs can soon be completed, and the company be fully prepared to meet the very extensive increase of business which is anticipated by their enlargement. Many of the wharves were so much overflowed as to carry off quantities of wood, lumber, &c. The loss in this particular would have been greater, but for the precaution of those interested, in taking measures on Friday to secure and remove some of their property.

On Saturday, while the current was rushing with an overwhelming force, a man named Augustus Betchel, was drowned at the dam; he, with two others, had made an attempt to catch a boat which was drifting down. The boat in which they were, went over the dam, and parted and he was lost. The other two landed safe, miraculously, after being dashed about in the whirling, foaming waters below the Falls.

The Delaware was also very high on Saturday, and even yesterday. In the vicinity of Trenton the railroad was overflowed, and we learn that the fire of a locomotive of one of the trains of cars was put out. The current in this river was never known to have run with such rapidity. Yesterday the steamboat Sun started for Burlington, but was compelled to turn back, on account of the ice from the Falls, which she encountered at the Eight Mile Point. At Spring Mills the Norristown Railroad was overflowed on Saturday, but no damage sustained. The canal in the vicinity of Manyunk has not been injured.

The reports from the Susquehanna are alarming, but we trust are exaggerated. It is said that the bridge at Clark's Ferry, at the confluence of the Juniata with the Susquehanna, has been swept away. Also, the old upper bridge over the Susquehanna at Harrisburg, by the combined action of the water and ice, and that the railroad bridge below has received some damage from the timbers of the other being dashed against it. Several miles of the river wall of the canal above Columbia have been washed away. The turnpike and railroad between Harrisburg and Highspire, a distance of six miles, are six feet under water, which prevented the Harrisburg train of cars from connecting at Lancaster yesterday, with the Columbia train. There are, of course, rumors, which we have some reason to hope are over colored, but still there can be no doubt that much damage has been experienced to the canals, bridges and railroads bordering on the rivers.

We shall await advices from the Lehigh with great anxiety. In all that region the snow was four feet on the level, and if the same heavy rain and sudden change of temperature have been experienced there as here, we shall have a fearful tale of disasters to relate.

The various heavy freshets on the Schuylkill, which have produced terrible disasters, are as follows:—

Feb. 21, 1822,	water 9	feet 1	inch over Fairmount Dam.		
Jan. 20, 1839,	" 10	2	"	"	
" 7, 1841,	" 8	9	"	"	
Dec. 24, 1841,	" 6	2	"	"	
" 14, 1845,	" 7	1¾	"	"	

[From the U. S. Gazette, March 16]

The arrival of the train from New York, yesterday, was delayed by the overflow of water from the canal, covering the track to the depth of more than two feet, below Trenton. The ice from the upper part of the river was started, and was floating by Burlington in masses yesterday afternoon. The western mail due on Saturday, had not arrived up to late yesterday afternoon.

The ice from the upper portion of the Delaware river passed rapidly by this city last night, and the channel will, no doubt, be clear again early to-day. The rapid efflux of the tide will carry it out to sea in a very short time.

[From the Philadelphia Inquirer, March, 16.]

FRESHET.—There was a heavy freshet in the Schuylkill, on Saturday, when there was six feet of water rushing over the dam. The current was tremendous. Great alarm was felt in the neighborhood, and considerable damage was done. Rails and logs came floating down in great abundance; wood piles were washed away, and a number of houses along the river were so flooded, that the inmates were compelled either to seek safety in flight, or to ascend to the upper stories. Vine street wharf was covered up to the first street from the river. The scene on Saturday afternoon, was one of an exciting and novel character. Quite a number of persons were on the wharfs looking on, and the boatmen were busy in the river, picking up logs, pieces of timber, and any other floating articles they could lay their hands on. The Canal Company's works were over-flooded, but we trust that when the water fully subsides, the damage will be found inconsiderable. The wooden platforms in front of the wheel-houses of the Fairmount Water Works were washed away. Yesterday the water was subsiding, and between morning and evening, had fallen nine inches.

We regret to learn that a life was lost in the Schuylkill on Saturday. Three men were out in a boat above the dam, gathering in wood—when the boat got into the current, and it became certain that she must go over the dam. One of the men, named Augustus Bechtel, jumped overboard and was drowned. His two companions remained in the boat, which they grasped firmly, and although they were carried over the fall, they were saved, several persons having gone immediately to their assistance. Their escape from death was almost miraculous.

Yesterday and Saturday there was an unusually high freshet in the Delaware, the downward current being so strong that although the water rose with the flood tide, the stream continued to flow toward the sea. Several of the wharfs of the city were inundated, and on the Jersey shore, the lower road from Camden to Kaighn's Point, was for nearly two hours almost impassable. We learn that at about high water a breach occurred in an embankment below Kaighn's Point, which caused an inundation of the meadows.

It is reported that several of the Western bridges have been washed away by the freshets, and among them a bridge over the Susquehanna at Harrisburg. We hope that these rumors of disasters have been exaggerated; but we have our fears. The Harrisburg and Western mails due yesterday, did not arrive, doubtless owing to the freshets.

[From the Philadelphia Keystone, March 16]

GREAT FRESHET—DREADFUL DESTRUCTION OF PROPERTY.—We learn by papers just from Lancaster, that there has been a great freshet in the Susquehanna, which has destroyed a vast amount of property, and injured our public works to heavy amount. We are without advices from Harrisburg, in consequence of the railroad being inundated with water; but passengers state that news of the destruction of the bridges at Harrisburg and at Duncan's Island was received by telegraph from Harrisburg. The river at Columbia has risen to such a height that it has driven the inhabitants from the lower part of the town, and great fears are entertained for the safety of the bridge at that place.

We also learn that the aqueduct at Middletown has been entirely destroyed, and the line of the canal carried away or seriously damaged, to the extent of nearly forty miles. We hope the accounts are exaggerated, and give this as mere rumor, without being in possession of facts, fearing, however, for the worst results. The enterprise of our able Board of Canal Commissioners, we doubt not, will at once place in requisition the means of soon overcoming the difficulties that have for the present interrupted the facilities of travel and transportation on our State improvements.

HOUSE UNDERMINED.—During the severe storm on Saturday night, the water overflowed the cellar of a house in Wheat street, below Reed street, Southwark, occupied by Mrs. Betsey Kane, and one wall becoming undermined, the building tilted over in a leaning position, but not sufficiently so to do any damage. Several were rolled out of bed by the shock, and their cries alarmed the neighbors.—*Philadelphia Chronicle.*

FIRE IN ROXBURY.—On Saturday morning, between two and three o'clock, a large three story building on Tremont-street, Roxbury, took fire. We learn from the *Sun* that it was owned by Mr. Shubael Bills, and occupied as a nail manufactory by Mr. Thadeus Bullen. The building, with its entire contents of stock and machinery, was consumed. A large lot of nails, worth about $1500, put up ready for delivery, were among the property destroyed. Mr. Bullen's whole loss is estimated at $5000—no insurance. Mr. Bills had an insurance upon the building of $1500 in the Firemen's Office in Boston. This fire was the work of an incendiary, and the loss falls heavy on Mr. Bullen, a young man just commencing business. Engines 8 and 12, from the city, were present, and rendered good service.

A CRASH IN THE TEMPLE.—It is stated in the Warsaw *Signal*, that on Saturday last the saints assembled in the hall of the Temple, which is in the third story, to hear the last sermon of Brigham Young previous to his departure. So great was the weight that the timbers gave way with a loud crash, like the report of fire arms. The alarm and confusion was tremendous. Some of the saints broke out the windows and leaped to the ground. One man had his shoulder fractured, and others were badly hurt in thus attempting to escape. The crowd, however, succeeded in escaping before any very serious injury was done to the building. Our informant estimates the damage at from $500 to $1000.—*St. Louis Republican, March 7.*

AWFUL CALAMITY.—On the night of the 22d ult., the dwelling house of Mr. Sidney Falkner, near Cane Creek, in Chatham county, N. C., was consumed by fire, and two of his sons, (one six, the other three years old) perished in the flames. Fire was accidentally communicated to some broom straw lying under the bed; and being unable to extinguish it, Mr. F. ran to a neighbor's for assistance. When he returned the house was in a light blaze. Mrs. F., with an infant one week old, escaped, but was considerably burned.

☞ Within the week past we have seen cucumbers, green peas and asparagus in this city—in fact the two latter have been common for two or three weeks.—*Picayune, March 8.*

Letter from Mexico.

[From the New Orleans Picayune, March 7.]

The French bark Anax, Capt. Pemperrea, arrived here yesterday from Vera Cruz, having sailed on the 23d ult.—two or three days later than the U. S. brig Lawrence brought. The news is not important, if we may judge from the imperfect files which we have received. The prominent feature in the news is the open canvassing of the question of erecting a constitutional monarchy in Mexico. This is the common theme of conversation at Vera Cruz, and in a late number of the *Memorial Historico*—the successor of *El Siglo XIX*—is an earnest article written to show that monarchies are no more exempt from revolutionary disturbances than republics. The question is illustrated from general history, and especially from that of Spain. The subject has evidently taken hold of men's minds seriously, and the probability of a revolution founded upon the desire of obtaining a stronger and more stable government was the town talk.

Mr. Slidell was still at Jalapa, awaiting instructions from Washington. Upon receiving his orders, a short interval would elapse before receiving the definitive action of the Mexican government; but we presume that the next arrival will inform us, either of Mr. Slidell's reception, or of his return to the United States.

An intelligent passenger by the Anax, thinks there is scarcely a chance of war between the two countries: that Mexico, when it comes to the pinch, will receive our Minister with the best grace possible.

The Falmouth, St. Mary's and Porpoise, of the U. S. Gulf squadron, were lying at Vera Cruz when the Anax left there on the 23d. As we have before mentioned, the appearance of so large a force, when unexpected, alarmed the citizens of Vera Cruz not a little. When the Anax came out, she saw a vessel, supposed to be an American frigate, going into Vera Cruz. Can it have been the Raritan, which was reported as bound thither from Rio at our last accounts?

The Anax, we should mention, brought $65,000 in specie, and twenty-four passengers.

The Mexican steamer Guadaloupe, left Vera Cruz on the 22d ult., for Tampico, with 600 troops on board.

The British steamer Teviot touched at Vera Cruz, on the 16th, and proceeded on to Tampico. The same day, the British frigate which had been lying at Vera Cruz for some time, sailed for Halifax.

The bark Eugenia, Briscoe, for New York, and the schooner Water Witch, Trenis, for this port, were lying at Vera Cruz. Both were announced to sail on the 1st inst.

Don Angel Trias, the Governor of the State of Chihuahua, has resigned his office, after having refused adherence to the power of Paredes.

Robberies still continue very frequent in Mexico.—One occurred on the 9th ult. directly opposite the National Palace, $3000 in specie being stolen. The streets are patrolled by the military, but there is no efficient police.

So strained are the means of the new Government in Mexico, that the clerks of the different Departments have not touched their pay since the new order of things. The Secretary of the Treasury, having recovered from a temporary illness, is urged to give his attention to this needy class, if he would prevent great distress.

A new paper, *El Bolero Militar*, assures the public that Gen. D. Juan Alvarez has not disposed of anything belonging to the expedition to the Californias, as had been charged against him. Such things do happen sometimes in Mexico!

Gen. Ampudia does not appear to have moved further than Celaya, on his march to the army of the North. Some scandalous reports had been in circulation about him, but one paper contradicts them.

On the 6th ult. Gen. Paredes reviewed the troops of the capital, and there was a brilliant sham fight on the occasion. In returning to town in the evening, several accidents happened. One poor fellow was run over and trampled by the cavalry.

[From the N. O. Delta, March 8]

We have been kindly favored with a copy of a letter received by a gentleman of this city, from his friend in Vera Cruz, which contains, we presume, about all the information to be had, and which, returning many thanks for the accommodation, we subjoin:—

"VERA CRUZ, Feb. 22, 1845.

"Dear Sir—I should like to send you a great deal of news, but am really in such a hurry, that I have no time to gratify my wishes. The Water Witch will sail, however, for your port in five or six days, when I hope to be able to give you something definite. At present the country, though apparently quiet, is really in an unsettled condition. Every man is dissatisfied—no man feels secure. The government of Paredes is confessedly temporary, and fails to enlist the slightest confidence.—There is a design here, as we believe, to subvert the Republic altogether, and establish a monarchy, under the joint protection of England, France and Spain; and it is supposed that the project may succeed if Count Molino, the son of Don Carlos, is selected for the King—insamuch as the influences of the clergy, in his behalf, is strongly, though I think erroneously, counted upon.—That Paredes favors the project there is every reason to believe; indeed, a new paper established for the capital, called *El Tiempo*, and understood to be under the influence of the government, boldly and ably advocates the scheme. But it can never succeed.—The old revolutionary spirit yet burns in the hearts of the people, and those who drove out the Spaniards and overthrew Iturbide, are not likely again soon to submit to the monarchical yoke. In fact, the people of this city very freely talk of asking the protecting presence of the stripes and stars. It is believed that Santa Anna is at the bottom of the movement, not because he wants it to succeed, but under the belief that the whole people will rise in favor of his recall and firmly establish him in power. On Wednesday last the Saratoga and St. Marys arrived at this port, the Porpoise had been here for several days, and the Lawrence had just sailed, with, it is said, important despatches from Mr. Slidell, the American Minister. Salutes were exchanged between the vessels and the town. It is rumored in the public places that a large American force is shortly expected, and much anxiety is felt at their supposed hostile intentions. Almonte has resigned his post, and Tornel, the former Secretary of War, is appointed in his place. Mr. Slidell is still at Jalapa awaiting, it is supposed, instructions from his government. This morning the steamer Guadaloupe sailed for Tampico, with some five hundred troops on board, to re-inforce, some say, the army of the North—others, to suppress an insurrection which is said to have broken out in Tamaulipas. There was some difficulty in getting the steamer under way, the engineers and working hands being principally English and Americans, refused to proceed unless their arrears were made good by the government. They were finally paid off and proceeded in their duty. The Montezuma is undergoing thorough repairs, and will be soon fitted for sea, and in my opinion will prove a most efficient vessel, particularly with the heavy guns that are intended to be put on board of her. Great activity is also exhibited at the castle, and means are being taken to put it in a perfect state of defence. But—that is all. Here there be anything worth giving before the Anox sails to-morrow, I will give it in a postscript. Good night. Yours, &c."

The Anax brought despatches for Mr. Buchanan, Secretary of State. A conducta had recently arrived at Vera Cruz from the interior, with $1,600,000 in specie. An American frigate was seen standing into Sacrificios, on the 23d, by the passengers of the Anax. There was an English and a French frigate lying there. The British frigate Rose sailed for Halifax on the 16th ult.

From Texas.

[From the New Orleans Delta, March 8]

By the steamship Alabama, Capt. Windle, which arrived at this port yesterday, 36 hours from Galveston, we have received our files of Texan papers, from which we make up the following summary of news:—

The people of Corpus Christi have great objections to the movement of the army to the Rio Grande, and they have even gone so far as to question the right of the United States to the territory between their village and the river; besides which they have been guilty of certain other outrages, unpardonable in a civilized community, and which are thus described in the Corpus Christi *Gazette*:—"The contemplated removal of the troops has created a poetic fever, which nothing but 'low diet and quietness' will cure. Eleven cases of this contagious disease in one day! God help us."

They have the "first drummer in Europe" and the "Swiss bell ringers" at their theatres, and are doing several plays with great *eclat*.

The same paper states that on the morning of the 19th, a man named Hiram Ackley was found dead in Front street. The deceased came by his death from drunkenness and cold.

A discharged soldier, supposed to have formerly belonged to the 8th regiment of infantry, of the Army of Occupation, was found drowned in the fresh water pond near the residence of Messrs. Aubrey and Kinney, on the 23th ult. He was a man of intemperate habits.

Efforts are making at Galveston to sink Artesian wells, and it is confidently believed that they will succeed.

Mr. Snyder has been elected Mayor of Galveston, having received 112 votes out of 252—Mr. Allen, the former Mayor, having but 90. A. C. Crawford and Oscar Farish were elected Aldermen in the 1st ward—one tie; N. I. Maynard, J. H. Bennett, and H. A. Cobb, elected in the 2d ward; J. M. Jones, W. C. Byrne, and A. Officier, elected in the 3d ward.

LATER FROM AUSTIN.—The bill for delivering to the United States the public property named in the Joint Resolutions, passed the Senate without opposition, and was probably acted on in the Lower House on Monday the 23d—on which day the election of Comptroller, Auditor and Treasurer was ordered to be held.

The election of our U. S. Senators took place on the 20th. Only one balloting was had, and the following was the result:—Gen. Rusk received 70 votes, General Houston 69, and 4 were scattering votes. Expresses were immediately despatched to them with their commissions, and they will doubtless repair to the city of Washington without delay.

The candidates for the Lower House of Congress from the Western Congressional District, are—Col. Wm. G. Cook, (late Collector) Bexar county; Colonel S. M. Williams, Galveston county; Hon T. Pillsbury, Brazoria county; Gen. J. M. Lewis, Montgomery county; Gen. Megginson, do; Gen. Thos. J. Green, Brazoria county; Hon. R. M. Williamson, Washington county, is also spoken of.

The Hon. J. Hemphill, as Chief Justice, Abner S. Lipscomb and Hon. R. T. Wheeler, have been appointed and confirmed as Associate Judges of the Supreme Court of Texas.—*Galveston News, March, 3.*

They are about commencing the erection of a Lyceum at Galveston.

A letter from Austin, of the 22d Feb., published in the *Civilian*, says:

The mass of the Legislature is disposed to refund no duties paid before the 16th inst., nor to relinquish any incurred on goods in store before that date, from whatever country they may have come, unless perhaps they may be cancelled by re-shipment, conformably with former laws under which they were imported. They are, also, as far as I have ascertained, well inclined to give relief to any collectors who may be laid liable to suit for doing their duty to their own government. The proceedings of the Legislature have as yet taken no positive shape on revenue or other matters.

Raymond and Morse are running for Treasurer, and the former will probably win. Shaw will probably have no competitor for the Comptrollership. It is not yet known who will be Secretary of State.

SEA ISLAND COTTON.—The Sea Island cotton raised on St. Joseph's Island, by Capt. James W. Byrne, is pronounced by good judges to be of an excellent quality. The adaptation of the islands and the coast of Texas to this staple, may be considered as placed beyond a doubt.

☞ The degree of Doctor of Medicine was conferred upon forty-six gentlemen, by the Medical College of Ohio at Cincinnatti, last week.

☞ It is expected that canal navigation on the Beaver Division will commence on the 30th inst.

COMMERCIAL.

New York, Monday, March 16.

ASHES.—We heard of no transactions, worthy of note, in either descriptions. Pots are as last quoted, $4—and Pearls, $4 37½.

BREADSTUFFS.—We heard of nothing new since our report of Saturday. The market continues unchanged.

COTTON—Holders are very firm at our quotations. There is, however, very little doing, and both buyers and sellers appear disposed to wait the arrival of the steamer, now nearly due, before making transactions to any extent. Prices current are as follows:—

LIVERPOOL CLASSIFICATION.

	Upl. & Flor.		*Mobile & N.O.*
Inferior	— a —	...	— a —
Ordinary	6¾ a 7	...	7¼ a 7½
Middling	7¼ a 7½	...	7¾ a 8
Good middling	8 a 8½	...	8¼ a 8½
Middling fair	8¾ a 8¾	...	8¾ a 9
Fair	8½ a 8¾	...	9¼ a 9½
Fully fair	8¾ a 9	...	9¾ a 9¾
Good fair	9¾ a 10	...	10¼ a10½
Fine	nominal.	...	11 a12½

New York Cattle Market.

At Market—1100 Beef Cattle, (800 from Pennsylvania,) 80 Cows and Calves; 1000 Sheep and Lambs.

PRICES.—Beef Cattle—The figures given in our last report were well maintained in the earlier part of the week, but towards its close a reduction of 25c. on all qualities, was submitted to. The extremes of the market may be quoted at from $5 to $7. Unsold, 200.

Cows and Calves.—Prices show a small improvement on last week's rates, and the offerings were of a better description than usual. All sold at prices ranging as in quality, from $15 to $35.

Sheep and Lambs.—The supply at market last week was small, but prices have advanced a fraction. We quote $2 25 a $4 to $6, at which figures all were taken.

Hay.—Several lots of loose, superior quality, at $1 per cwt.

Sales of Stocks at Philadelphia.

BROKERS' BOARD, March 16.—$6000 State 5's, b5, 71; $5000 do, 70¼; $1000 do, rwn, 70; $10,000 do, b5, 69; $6000 68¾; $5000 do, 68½; $15,000 do, 68; $10,000 do, 68, $65,000 do, 5 days, in lots of 5 and 10,000, 68; $20,000 do, 68; $10,000 do, s5, wn, 68; $10,000 do 5 days, 68; $10,000 do, 5 days, 68; $18,000 do, s5, 68; $15,000 do, 68; $25,000 do, s5 wn, 68; $15,000 do, s5, 68; 50 shs Vicksburg, 5 days, 7¾; 150 Morris Canal, 5 days, 18; 50 do, 18.

SECOND BOARD—$1000 City 5's, 101¼; 16 shs Penn Township, 29; $5000 State 5's, b5, 68¾; $5000 do, b5, 68¾; $5000 do, b5, 68¾; $10,000 do, 68¾; $1000 Chesapeake and Delaware Loan, 85¾.

AFTER BOARD—100 shs Girard Bank, 5 days, 9¾; 30 Planters' Bank, Tennessee, 54; 20 Kentucky Bank, 74¼; 3 Mechanics' Bank, 24¾.

Passengers Arrived.

MOBILE—Brig Z Ring—H Honton, A Johnson.

CHARLESTON—Ship Sullivan—Mr Burgher, Mr Haberlin, Mr Shepard, Mr Lubkin—10 in steerage.

Passengers Sailed.

LIVERPOOL—Ship Waterloo—Mr Dickson, lady, child and servant, New York; Musgrave Clay, do; Mrs Elliot, Mm Elliot, Henry Elliot, of Canada; E Bunbury Blake, New Orleans; John Gibson, Mobile.

Foreign Importations.

PONCE, PR—Ship Emily—347 hhds 12,000 oranges Aymar & Co—4 hhds 2 bbls sugar J S Schlisenger—40 hhds sugar Sturges & Co.

MAYAGUEZ—Brig Thoosa—60 hhds sugar Mason & Thompson—60 do B Deforest & Co.

Domestic Importations.

CHARLESTON—Ship Sullivan—110,000 feet lumber George Bulkley—46 bales cotton D Mills—18 Spofford Tileston & co—9 H Coit—5 Bulkley & Gerkin—110 Sprague Robinson & co—79 H Coit—137 Degeyster & Whitmarsh—84 J Emeric—50 tierces rice Chouteau, Neele & Sanford—1 bdle tres J J Jenkins—2 half barrels C B Hubbell—20 bales yarn T N Underhill—1 hhd A H Brahe—1 pkg H Watt—2 boxes Blake & Brown—1 bundle J G Gregory—4 bbls Dow & Walsh—1 box Sackett & Belcher—1 Bristol & Hall—3 bales Olcott McKesson & co—3 bags feathers R Hopkins—1 trunk J W Towt—17 bales cotton to order.

MOBILE—Bark Z Ring—89 bales cotton Goodhue & co—87 Sturgess & Clearman—156 Dillinger & Aimes—50 Weighman, Newman & co—47 do A & H Lippett—22 W Barnwall—14 do 1 box J Goldstein—19 bundles Boston & co—8 barrels J Reid—3 boxes Hoadley & Phelps—1 box L Brown—13 coils rope J Hunter—4 boxes G Bruce—3 bbls L Brown—1 trunk Harnden & co—200 hides Centre & Co—252 Holbrook Nelson & co—4 pks Sandesburg & Campbell—36 pkgs R & D M Stebbins—3 trunks 1 pkg J B Aimes—1 bale cotton Henry Clay—1 do J S Storm—1 bale skins W Porter—8 tons iron M Hawkins; 122 bales cotton to order.

MARITIME HERALD

PORT OF NEW YORK, MARCH 17.

	H M		H M
SUN RISES	6 17	MOON RISES	11 04 E
SUN SETS	6 07	HIGH WATER	11 26 M

Cleared.

Ship Fidelia, Hackstaff, Liverpool, C H Marshall.
Ship Columbus, Wood, London, J Michel.
Ship Sutton, Galloway, Charleston, G Sutton.
Ship Sartelle, Taylor, New Orleans, E K Collins & Co.
Bark Nancochee, Smith, St Thomas, W W Pratt.
Bark Adam Carr, (Br) McEwen, Glasgow, Woodhull & Minturn.
Bark Rose Standish, Mercer, Mobile, E D Hurlbut & Co.
Brig Cordelia, Hatch, Ponce, H Southmayd & Son.
Brig Ceylon, Trout, Cardenas, Nesmith & Walsh.
Brig Ermus, Smith, New Orleans, J Elwell & Co.
Brig Snow Douglass, Cardenas, Buck & Peters.
Schr Florida, Corson, Wilmington, E S Powell.
Schr Cornelia, Bumpus, New Bedford.
Schr Cornelia, Franklin, Boston.
Schr Whale, Baldwin, South Amboy.
Sloop President, Frisbee, New Haven.
Sloop Rienzi, Durfee, Providence.

Arrived.

Ship Emily, Davis, 12 days from Ponce, PR, with sugar and molasses, to Aymar & Co.

Ship Sullivan, Waite, 6 days from Charleston, with cotton &c, to G Bulkley.

Ship Frances, of Portland, 15 days from New Orleans, to order.

Bark Z Ring, Livermore, 18 days from Mobile, with cotton, to Sturges, Clearman & Co.

Brig Rebecca G Fisher, Concklin, 5 days from Wilmington, NC, with naval stores, to R Post.

Brig Thoosa, (of Newburyport,) Goodwin, 14 days from Mayaguez, PR, with sugar, to master.

Schr Ferdinand, (of Eastport,) Leighton, from New Orleans, and 15 days from the Balize, with corn and molasses, to Sturges & Co.

Schr Martha & Elizabeth, Mason, Philadelphia, coal, to Tisdall & Schack.

Schr Mary Jane, Powell, Norfolk, cotton, to Sturges, Clearman & Co.

Schr Albert Thomas, Thomas, 3 days from Ocracoke.

Schr Senator, Smith, Philadelphia, coal.

Schr Croton, Scott, Philadelphia, corn meal.

Schr Martha Elizabeth, West, Philadelphia, coal.

Schr Thaddeus, Hudson, Philadelphia, mdse.

Schr Warsaw, Philadelphia, mdse.

Schr Daniel Baker, Frank, Philadelphia, coal.

Schr Sylvia Higbee, Hubbes, Philadelphia, coal.

Schr Brandywine, Stevens, Philadelphia, coal.

Schr James Hand, Philadelphia, coal.

Below.

A ship supposed to be the Samuel Hicks, Osborn, from Liverpool, Jan 29.

Also, a ship supposed to be the Lyons, from New Orleans.

Also, a ship unknown.

Sailed

Brig Lucy Ellen, West Indies; and others.

Miscellaneous Record.

SHIP KENSINGTON, Capt. Kilham, will leave this day for China. Letter bags at the Exchange News Rooms.

PACKET SHIP FIDELIA, Hackstaff, for Liverpool, will sail this morning.

PACKET SHIP HAVRE, Capt. Ainsworth, for Havre, is detained until Wednesday, the 18th inst.

SCHR. AMERICAN, Johnson, hence for Virginia, was thrown on her beam ends, and run ashore at Barnegat, on Sunday afternoon. The schr Wm. B. Marsh took from her the crew, and brought them to the city. Capt. Johnson and one man remained by the schr, in order to get her off. She had $1800 in specie on board.

BARK CRATON, previously reported having put into St Thomas in distress, is obliged to discharged by order of survey, in order to have a more minute examination, which will be done in ten days, when re-examination will take place, in order to ascertain what amount of injury the hull has sustained.—From present appearances her stern post will have to be replaced, and part of stem frame, caulking, part new deck, some few sails, &c. The vessel has the appearance of having been severely strained, but it would be difficult to say until the cargo is out.

SCHR COMMERCE, Pinkham, of Wiscasset, Me, (before reported) from this port bound to Georgetown, SC, was disabled in the gale of the 1st instant, when both masts went by the board. She was fallen in with on the 4th instant, by the brig Edward Blake, Capt. Wheeler, who took off the captain and crew, with a few goods, and brought them to Wilmington, NC.

BARK GEN. HARRISON, Smith, at Alexandria from New Orleans, experienced very heavy weather during the passage.—On the 2d, lat 36 10, lon 74 20, encountered a hurricane from the NE, lost sails and had the deck swept of galley, cambouse, water casks, chain lockers, bulwarks, &c, and lost the second mate, Mr William Neill, of New York, overboard. On the 4th, passed the wreck of a brig, both masts gone about 6 feet above the deck, and with a number of bags on the deck, apparently having been lighting. Same time, saw a herm brig with her foremast gone, both seemingly abandoned. From the 2d until we arrived at the Capes, found the ocean completely covered with wreck.

SCHR. VALIANT, bound to Newbern, N C, from New York, got ashore on Chickamacomico Banks, on the 1st inst., and bilged. The cargo will be mostly saved in a damaged state.

BARK LOUISA, of Portland, abandoned at sea, after being dismasted, was bound to Richmond, to load for Rio Janeiro.—She was 273 tons burthen, built in 1840, and was only partly insured—$9000. Capt. Blanchard was part owner.

BRIG MASSACHUSETTS, of Newburyport, Richard, from Liverpool, bound to Matanzas, put into Charleston, on the 12th inst, with loss of sails, spars, bulwarks, &c., 10th Feb, in lat 34 lon 56, Michael Almeida, (seaman) a native of France, was knocked overboard while reefing tyrsail and was drowned.

BRIG MARY M. HOOPER, Hamlin, of and from Baltimore, for Rio Janeiro, was spoken on the 19th Feb, in lat 26 19 lon 48, with loss of fore topmast, sails, &c., bound to St Thomas to repair.

FROM QUEBEC—Letters have been received at Quebec from Portneuf, dated Feb. 25th, which says that the ship European was still safe at that place. Two persons had been on board of her, and found her a mass of ice. The Elizabeth Atkinson had got off from the Manicouegan shoals. The Jane Morrison and Sir Richard Jackson are safe—four men being on board the latter. The Reaper and William were also safe at last dates. It was believed that all the above mentioned vessels will be able to pass the winter in safety.

HENRY DONNELLY, seaman, of Boston, on the 23d of February, was washed from the flying jib-boom of the schr Regina Hill, while on her passage from Louisville, Ky, to Philadelphia, and was lost.

BARK WHITON, Curtis, previously stated as having put into St Thomas, at the last accounts was undergoing the necessary repairs. Part of her cargo, consisting of barley, has been landed. She lost main and mizen masts, spars and rigging, and sails attached.

SCHR REGINA HILL, at Philadelphia from Louisville, reports exceedingly rough weather. March 3d, lat 30 35 N, lon 78 30 W, experienced a heavy gale from NE, with heavy sea; sprung head of mainmast, stove bulwarks, broke wheel, carried away fore boom and gaff, and damaged sails and rigging.

BARK MARY MORRIS, Jones, driven ashore during the late gale, in the mud on the Portsmouth side of Norfolk harbor, after being entirely lightened, during a blow on Thursday, was thrown on her beam ends, but did not fill. She was got afloat on Saturday morning, and hauled into the wharf, and being perfectly dry, will be righted without much difficulty.

Notice to Mariners.

Capt Sands, of ship Benj Tucker, at New Bedford, reports the following:—

"On the passage from Sandwich Islands to Cape Horn, on the 19th October, fine clear weather, not expecting to see land, a man from the mast head reported land in sight, which proved to be four small islands, lying in lat 21 50 S, lon 15 04 W, bearing from Rimutara WNW ½ W, about 2 degrees, from which there is a small island marked on the chart about 1 degree W. The islands spoken of above contain a circumference of about ten miles, with very high breakers close round them, the height of the land not being above thirty feet. The above not being laid down in any book or chart in my possession, except the small island to the westward, I give them to the public as I found them."

Spoken.

Schr Centurian, from Havana for Boston, 10th inst, 40 miles NE of Cape Henry.

Bark Zenobia, from Boston for Georgetown, 10 inst, 40 miles NE of Cape Henry.

Schr Mary, from Portland for Georgetown, 10th instant, off Cape Henry.

Bark Torince, from Boston for Baltimore, 12th inst.

Ship Richard Anderson, 34 days from Liverpool for Baltimore, 10th inst, 41 miles NW of Cape Henry.

Brig Phœnix, bound to Baltimore, 13th instant, close to Cape Henry.

Ship Parthenon, from New Orleans for Boston, 3d inst, off the Tortugas.

Brig Gen Clark, off Charleston Bar, 11th inst.

Ship Yazoo, Wilbray, 34 days from Liverpool, bound to N Orleans, Feb 1, lat 43, lon 32 40.

Brig Mary M Hooper, Hamlin, from Baltimore (Jan 2) for Rio Janeiro, Feb 19, lat 24 19, lon 48; was in distress. [See "Miscellaneous Record."]

Brig Neptune, Basford, from Boston, (about Feb 10) for Cienfuegos, no date, lat 23, lon 76; wished to be reported.

March 7, lat 33 39, lon 78 20, passed bark Roman, Dean, of Boston, from Charleston for Havre.

Foreign Ports.

HALIFAX, Feb 24—Arr brig Planet, Crockett, Charleston.

HONOLULU, Sandwich Islands, December 1—In Port—Ship Congaree, Doane, for Lahaina, 8th; brig Chenamus, Sylvester, or Boston, Dec 15.

ISTAPA, W Coast Central America, Feb 1—In Port—Bark Prompt, Pierce, for Boston, unc.

MAYAGUEZ, Feb 25—In port, barks Pauchita, Pearce, from Newburyport, disg; Trinidad, Frisbee, from New Haven for do, waiting cargo; brigs Geo Loyal, Gould, from New Haven for do, ldg; Tarquina, Molthrop, from New Haven for do, ldg; Susan, Foster, from Wilmington, disg; Monsewate, Gray, im Boston for New York, waiting cargo; Token Mayo, from Philadelphia for do, disg; Marcellus, Sheffield, from N York for do, in 2 days; schr Catherine, Scott, from New York for do, ldg; Fr ship Minerva, La Croix, from Nantz for do, ldg; Br schrs Manilla, O'Brien, from Halifax for do, ldg; Eleanor, Newbold, from Halifax for do, ldg; Port Spain, McAlpine, fm Ragged Island for Halifax, ldg.

PONCE, PR, March 4—In port, brig Ann, Smith, ldg; schr Marblehead, just arr from Boston; and another American schr loading.

PORT SPAIN, Feb 27—In Port, bark Loretto Fish, Bickmore, from Philadelphia via Barbadoes, for St Thomas, 2nd March; brig Curleton, Jamieson, from Savannah, for do, 8th March; schr George Henry, fm Richmond, for do in 2 ds.

VERA CRUZ, Feb 23—In Port, bark Eugenia, Briscoe, for New York, March 1; schr Water Witch, Frenis, for New Orleans, do.

Home Ports.

ALEXANDRIA, DC, March 12—Arr bark Gen Harrison, Smith, New Orleans; schrs Leader, Crowell, Barbadoes; Gen Foster, Smith, Eastport; Curlew, Kean, Charleston; bark Zenobia, Barber, Boston; schr Duxbury, Eldridge, New Orleans, for Georgetown. 13th, arr ship Diadem, Barstow, Boston; schr Sarah, Hartlett, Charleston.

BOSTON, March 14—Cld bark Griffon, Lamson, Genoa and Palermo; schrs Alpine, F eeman Rogers, Surinam; Tarquin, Paine, Aux Cayes; Splendid Bacon New York. 15th, arr ship Diana, Howes, New Orleans; bark John Odlin, Copeland, Mobile; schr Matilda, Staples, Savannah. Below, bark Wagram, Cross, from Smyrna, Dec 2; a Portland ship of about 350 tons, with paints posts and in light trim; a full rigged and three-masted brig. 16th, cld, 14th, wind SE to S and SSW, fresh, schrs Margaret, and Boston; 15th, wind SW to W, fresh, ship Aurelius; barks Detroit, Juniata; brigs Osage, Commerce, Erie, Wm. Pitt; schrs Don Nicholas, E Randall, Tarquin, Express; and others.

LEWES, Del, March, 13—Bark Laconia, for Boston; brigs Baltimore, for do; Talimadge, for Portland; schrs S R Paynter for Newburyport; Chas. Ann, for Providence; Richard Rush, for do;