THE NEW YORK HERALD.

NO. 5411. MORNING EDITION---FRIDAY, MARCH 30, 1849. TWO CENTS.

Our Isthmus Correspondence.

CHAGRES, NEW GRANADA, March 7, 1849.

Arrival of Emigrants—Number on the Isthmus—Means of Getting Away—Advice, &c., &c.

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This is the grand secret of the dangers of the bar of Chagres harbor, and the cause of so many vessels having been lost here. No vessel should come to this place without being supplied with a good hawser.

Since the Orus has been here, she has towed nearly every vessel in, and all out; and with the exception of the Mary Pennel, there has been no vessel lost, nor even touched on the bar.

The bark Guilford, Thorp, arrived yesterday from New York. She discharged her passengers to-day, and will sail for New York to-morrow, the 8th. Bark S. L. Crowell, Lewis, from New York, and schooner Iona, from New Orleans, arrived to-day—they are now anchored outside. The steamer Galveston left New Orleans, for this place, on the 15th February, and has not arrived yet.

About 1,400 passengers, exclusive of those in the S. L. Crowell and Iona, are on the Isthmus at the present time, waiting for passages to San Francisco. The steamer Oregon will leave Panama on the 10th, and take about 350. The California is expected hourly. Passengers would get across with less difficulty and expense, if they did not bring so much freight with them. The charge from Gorgona to Panama varies from $10 to $16 per barrel or trunk. There is a whale ship which will leave Panama soon for San Francisco. She will take about 250 passengers.

I have received a letter from Mr. Nelson, the American Consul at Panama. He says that within two weeks there will be vessels enough come from Callao and Valparaiso, to take all the passengers now on the Isthmus, and as many more as may arrive in that time. ORUS.

PANAMA, February 25, 1849.

Advice to Emigrants over the Isthmus—The City of Panama—Arrival of the Oregon—Auxiliary Steamer Massachusetts—Steam Bark Edith—Mail Arrangements on the Isthmus—Naval and Military News—Officers at Panama—The Railroad Surveying Party, &c., &c., &c.

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The description of the country has been already given, and is known to be unequalled in point of richness of soil, grandeur of scenery, and in the hospitable character of its people. I crossed the Isthmus at a time when the influx of strangers was at its greatest height, and the only difficulty I experienced on the whole route, was in obtaining lodgings at Gorgona; and this, by a little effort, might have been obviated. Now if persons coming this way will only observe the following directions, they can cross to Panama at any time, with no other trouble than the fatigue the riding of twenty-four miles would occasion. While on board of the ship, it would be well to form clubs of four or eight persons; appoint a person to each party who will be able to land at Chagres and engage canoes to take them to Gorgona. A medium, or an ordinary size of boat, is capable of carrying from three to four persons, with their luggage, and if properly bargained for, can be had for about thirty dollars—this sum to be divided among as many as may take passage in her. In engaging the canoes, it would be good policy to negotiate with a person or persons who are themselves the working or propelling power, and, if possible, to avoid payment in full until the whole journey be performed. A receipt—if payment be made in advance—from the owner, signed by the alcalde, would be desirable; and as it costs nothing, and but little trouble, I would recommend each person to take this precaution. In starting from Chagres to go up the river, each person would act wisely by providing a supply of provisions for one or two days—although this is not absolutely necessary, as there are many little hamlets upon the banks, where milk, coffee, chocolate, and edibles may be had at a trifling expense, provided the applicant is courteous and respectful. To avoid travelling by night, the passengers should start at day break, or as much before as possible. By this means, if despatch is used, you reach Gorgona some time the same evening. I would recommend passengers to remain on board the ship until they have made their arrangements to proceed up the river. There are no accommodations on shore beyond those picked up by chance in families; and they are generally of the worst description. The steamer Orus has been put on the Chagres river, by Mr. Aspinwall, to facilitate the transit of passengers from one ocean to the other, and to render assistance to vessels arriving from the United States; and if her captain followed out his instructions, I would strongly recommend them to take passage in her. It is the duty of the captain, I learn, to guaranty a passage to Gorgona for ten dollars; but although the boat does not reach more than one-half the way, he is bound to forward passengers and baggage to the above place in canoes, placed under his control for that purpose. On reaching Gorgona, which is the best route from November till June, apartments, such as the place affords, may be had near the landing, at either the French or the American houses; small private houses may be hired for the day at from 75 cents to $1 50; board at either of the hotels is from $1 to $1 50 per day. Here there are master muleteers, who are leagued with the proprietors of the hotels, and always in your way, ready to offer you their horses. No anxiety or impatience should be manifested, but rather assume an air of carelessness and indifference while questioning or bargaining for mules to Panama; for, like all other branches of trade or traffic, in this as well as in every country upon the face of the earth, the carrying trade of the Isthmus has its ups and downs, and its fluctuations; and those engaged in it, in common with their brethren all over the world, will take advantage of every chance. A mule will carry two trunks, of 150 lbs. each, which should cost, at the highest estimate, not over $10. It will be well here, also, to take a receipt from the owner, although not necessary, except in cases of damage to the trunks or goods. Baggage should be sent on, if possible, two days before the owner starts, and let him see that it has really gone; for frequently these carriers, when having loads engaged and paid for in advance, will lounge about for days, while you, at Panama, are impatiently waiting for clothes. The passage from Gorgona occupies, at a mode rate gait, from eight to twelve hours. I crossed in less time, with but little or no difficulty. Endeavor to procure a good horse, and when once on his back, trust to his sagacity—let him take his own track. Arriving at Panama, the first house you meet is the French Hotel. It stands as second rate, but gives good eating for the sum of $1 50 per day. The American Hotel, which is the principal public establishment, is conducted on a larger scale, with prices to correspond. The charges are $2 per day. There are many private families through the city, where comfortable board can be had at $1, and even less, per day; there are likewise hundreds of vacant rooms, that can be hired by the day or week by parties; and if economical in their living, and they purchase at the market their own provisions, dress it themselves, and furnish their own bedding, they can subsist tolerably comfortable for 50 cents or less per day. This plan seems to be the favorite, and the one most generally adopted by people coming here.

A bombastic display of fire arms about one's body is not at all becoming; here is the very last place in the world, except in sporting, these things are of the slightest use. To see one of our people coming in from Gorgona or Cruces, covered with bowie knives, revolvers, stilettos, guns, and every article of fire arms manufactured, would lead a stranger to suppose that he expected to encounter only dens of wild animals or nations of cannibals.

The city of Panama, usually quiet, is at present alive with the busy stir of the Americans; and the apathy and natural indolence of the natives have given place to a portion of the energy and life which are everywhere the chief characteristics of a citizen of the United States. The arrival of the Crescent City, the Falcon, and some sailing vessels, contributed largely to the American population, which at present reaches nearly eight hundred. They are, I am happy to state, the very best class of young men, peaceable and well disposed. On the 22d, being the anniversary of the birth of Washington, the Americans obtained permission to raise the stars and stripes on the ramparts. At daybreak, a large number having mustered with guns, and the band belonging to the garrison, which was sent by the Governor, being in attendance, a salute was fired, followed by a *fue de joie* and a file fire. Other little demonstrations of patriotism, pleasing to every American, were indulged in through the day; but no disorder or drunkenness attended any of the proceedings. A paper called the *Star*, has been started here by some persons on their way to San Francisco. Two printers, having no other way of employing their time while waiting the arrival of the steamer, entered upon this little speculation. On their departure, it will be either discontinued or transferred to other hands, there being not a sufficient number of American or English residents to make the thing a permanent issue.

The United States mail steamer Oregon, Capt. Pierson, the second vessel in the mail line established by W. H. Aspinwall, Esq., of New York, for the transportation of mails and passengers from Panama to San Francisco, touching at the intermediate ports, made her appearance in this harbor on the evening of the 23d inst., after the quickest passage ever made between the two ports. Her sailing, or steaming time, is something less than that of the California, being but 55½ days from New York to Panama. She entered the port as clean and in as good order, the machinery as firm, and the vessel as tight, as when she left New York. There is barely occasion for one stroke of the hammer—not a screw out of place; so perfect is she in detail that the day after her arrival her head might be turned and the same route traversed without any preparation beyond the coaling. This is indeed a triumph for Messrs. Stillman, Allen & Co., who are the engine builders of both the California and Oregon; she is a noble looking vessel, and as she lies now in the beautiful bay of Panama, her well drawn lines and symmetrical proportions are displayed to the best advantage, and which are heightened by a comparison every one is forced to make, between her and the British mail steamer New Granada, lying close by. The Oregon left Valparaiso two days after the New Granada, and reached here thirty-six hours before her. The Granada, however, was on shore at Guyaquil, where she remained twenty-four hours, but came off without injury. The Oregon is the finest built vessel that has ever come upon the coast; the English steamers are mere pigmies, not more than one-half the size, and decidedly inferior in accommodations and workmanship Mr. Aspinwall's steamers are already acknowledged the crack boats on the Pacific—a reputation well and deservedly earned. It is gratifying to every American who has the welfare of his country at heart, and who can interest himself in the progress of these great enterprises, to witness here, so many thousand miles from home, the consummation of one of the greatest projects ever attempted by any individual or company. These vessels have performed this long voyage with safety and exactitude, thereby inspiring the utmost confidence in the faithful performance of her future duties. The projectors, as well as the citizens at large, have reason to feel proud of the performance and achievements of these vessels. The following table is a copy from the journal of the ship:—

Arrived at Valparaiso Feb. 2, at 8 P. M.; remained at do. 4 days.
Left Valparaiso Feb. 6, at 10 P. M.
Arrived at Callao Feb. 12, at 7 A. M.; remained at do. 5 days, 6 hours.
Left Callao Feb 17, at 2 P. M.
Arrived at Payta Feb. 19, at 4 P. M.; remained at do 3 hours.

TIME.—From Callao to Payta, 2 days, 2 hours.
From Callao to Panama, 6 days, 6 hours.
From Payta to do., 4 days, 6 hours.
From New York to do., 55½ days, running time.
From Rio Janeiro to do., 30¾ days, do.
From Valparaiso to do., 11½ days. do.

By the above it will be seen that the run from Valparaiso to this place, a distance of three thousand miles and more was made in eleven days.

The O. has her full complement of passengers, and she will be despatched for San Francisco in eight or nine days The California is looked for on her return trip in twelve days.

The N. Y. auxiliary steamer Massachusetts, Capt. Wood, which left New York in October, with troops for California, was passed by the Oregon in the Straits of Magellan, at anchor. It was blowing hard, and being in the night, Capt. Pearson could not speak her. She was, however, seen, a few days after, at the entrance of the Straits, lying to under close reefed top sails, by the steam bark Edith, Capt. Coullard, at Valparaiso, which also left New York with troops for California. The Edith and Massachusetts were in company after leaving the Straits; but the E. arrived at Valparaiso on the 5th of February—all in exceedingly good health. They had lots of provisions and fresh water, having laid in abundant supplies while coming through the Straits. The Massachusetts was hourly expected at Valparaiso when the Oregon left. The store ship Lexington, which sailed from San Francisco in the early part of December, was not reported, either at Callao or Valparaiso, up to the latest date.

Nine thousand persons, it is estimated, left Chili for the gold diggings since the breaking out of the fever. Merchants at Valparaiso and Lima have run off all their old stocks to the new market. At the former place there were four vessels advertised for California, and at the latter seven. The Valparaiso papers publish, daily, long lists of passports, issued to persons about leaving for San Francisco. The excitement still continued along the coast, and it is the general impression, from Cape Horn to Guayaquil, and even in Buenaventura, that the Americans have full possession and control of the Isthmus and of the city of Panama. The report, although vague, is spreading widely, and wherever it goes it is received with sincere gratification. The papers do not say much about this, as they are held under the usual Spanish censorship. This I have from an intelligent officer of the United States navy, who returns to the United States, and to whom I am indebted for the transmission of this letter.

We are sadly in want of some mail arrangement between this place and Chagres. We have no regular connexion, nor any one to whom the care of letters could be entrusted. Mr. Nelson, our Consul, has no authority to incur expenses in the transportation of letters; yet often, to oblige persons here, he has gone to a heavy expense to send a mail.—The Crescent City and Falcon, left on their last trip without letters from this place. The mails were sent two days before their departure; but, from some unknown cause, they failed to reach Chagres in season.

The brig Belfast, Captain Jordan, sailed for San Francisco, yesterday, with seventy-six passengers. The steamer will take away about 250 persons, leaving for the whale bark Equator, Capt. Matthews, just arrived, some 500 or 600 more. This bark came in to-day. She is an American, and will, no doubt, fit out for California. She has 270 barrels whale, sperm and black fish oil. A number of vessels are expected to touch in here from the coast. All the Americans, with one or two exceptions, are in good health and spirits—no deaths among them, since the sailing of the Crescent City, nor would there be any sickness if excesses were avoided, and the indulgence of fruit at unseasonable hours. Panama is one of the healthiest towns in the world. There has been but one death here since the 10th. The navy of the United States is well represented. To-day, a host of officers in full uniform, with about 150 citizens, attended divine service at the house of the American Consul, Mr. Nelson. Among the officers here, are Captains Goldsborough, Van Brunt, Blunt, and surgeon Bowie, of the navy, and Col. Smith, of the army. These gentlemen compose a special expedition for selecting sites for fortifications, arsenals, depots, &c., along the coast of California. Captains Williams and Hammond, of the army, are here, also, to join the coast survey. Lieutenant Commanding Knox, of the navy, proceeds to take charge of the Massachusetts. Lieut. Van Alstein and Master Briceland are also to join the Massachusetts. Captain Keys and Surgeon Turner are under orders for California. Lt. Lewis, of the navy, from the Pacific squadron, passed through on his way to Washington. The following naval officers are also here on leave of absence, and are bound to California:—Lieuts. May and Blair, the latter formerly sailing master and first officer of the steamships Washington and Hermann; Passed Midshipmen Hammersly, Elliott, Fauntleroy, Capt. Corse, late of the army, and Professor Peachy, the Rev Mr. Williams, and a host of other distinguished personages, all bound for California.

Capt. Stout, the Commodore of the Pacific Mail Line, a worthy gentleman, is here, interesting himself in the behalf of his countrymen. He has done much service, and will continue his usefulness until his vessel, the Panama, arrives. The authorities of the city and province are courteous and kind to our people; and among the people of both nations a perfect unanimity of feeling exists.

Accounts from the surveying party on the Isthmus, are cheering in the highest degree. They are making rapid progress, and, so far, are in health and spirits. The grand chain of communication between New York and San Francisco, under the encouraging hand of Mr. Aspinwall and his associates, is now quite certain of being consummated in a very few years. The name of Mr. Aspinwall is a sort of talisman with the people here, and it is better known among the mass than that of the Governor.

CALIFORNIA GOLD AT VALPARAISO.—The following is an extract of a letter to Messrs. Howland & Aspinwall, of this city:—

VALPARAISO, Feb. 6, 1849

Two vessels arrived last night from California, bringing between them $160,000 in gold, to be disposed of in this market, and it is said both are to return there with cargoes. The accounts received by them continue extravagant as to the abundance of gold, and of emigrants crowding in from all quarters. There was much scarcity of necessary supplies for their wants, but numerous cargoes from this coast would soon be upon them. Other shipments are on foot. The advices by these ships will cause further expeditions to be projected.

The Straits of Magellan.

PORT FAMINE, May 16, 1848.

I am glad that you prefer the passage through the Straits to that of Cape Horn. Your assurance that the passage through this place is gaining ground with the commercial community is very gratifying to the Governor of the colony. I understand that a line of steam tugs is to be established here, to take vessels to the western entrance.

There is one thing which would probably be an inducement for vessels that wish to come through the Straits, if it were generally known—that anchors and chains are kept here by government, purposely for supplying such ships as might be so unfortunate as to lose their own: these are supplied at cost.

As regards the colony, I can only say that it progresses slowly—perhaps from a want of confidence in the productiveness of the soil; but as it is said that it will be removed further to the northward, this idea may lose ground, and the thing be seen in its proper light. I think that almost anything can be raised, but not here: Point Santa Ana is too much exposed to every wind that blows, to be made a fair criterion of other parts of the Straits in regard to agriculture. We want men here who have a perfect knowledge of the art of cultivating the ground.

I annex a list of vessels that have passed through the Straits since the establishment of the colony:—

LIST OF VESSELS THAT HAVE ARRIVED AT PORT FAMINE, STRAITS OF MAGELLAN, SINCE THE ESTABLISHMENT OF THE CHILIAN COLONY AT THE AFORESAID PORT.

1843—Sept. 21, Chilian schooner of war Ancud, Williams, from Chiloe; sailed Nov. 15 for Chiloe—This vessel was sent to take possession of the Straits. Sept. 27, French steamer of war Phaeton, Messin, from Rio de Janeiro, 6 guns; sailed Sept. 29 for Valparaiso. Oct. 28, American schooner Lapwing, Loxada, from Liverpool; sailed Nov. 3 for Chiloe and Panama, general cargo. Nov. 4, British steamer of war Cormorant, Gordon, from Rio de Janeiro, 6 guns; sailed Nov. 6 for Valparaiso. Nov. 26, English brig Hibernia, Galt, from Liverpool, 170 tons; sailed Dec. 1 for Chiloe and Callao. Nov. 28, American whale ship Bingham, Eldridge, from Sandwich Islands; sailed Dec. 6 for New London, cargo of oil. 1846—Jan. 31, American whale bark Ceres, Bailey, from Chiloe, 213 tons; sailed Feb. 1 for the United States, cargo of oil. Feb. 7, Chilian schooner Veladera, Harwood, 18 days from Chiloe, 145 tons; sailed Feb. 22 for Chiloe, in ballast—This vessel brought provisions for the colony. March 17, American bark Express, Newcomb, 66 days from New York, 208 tons; sailed March 18 for Valparaiso, general cargo. April 3, American schooner Betsey, Perkins, 12 days from Chiloe, 125 tons; sailed April 5 for New London, with seal skins. June 20, Chilian ketch of war Magallanes, Williams, 30 days from Chiloe, 4 guns; sailed July 8 for Chiloe, with provisions for the colony. June 20, English schooner Diana, Garrick, 137 days from London, 159 tons; sailed June 23, whaling, in ballast. Nov. 5, American schooner Betsey, Perkins, 100 days from New London, 125 tons; sailed Nov. 6, sealing, in ballast. Dec. 11, Chilian brig Volante, Brum, 2 days from Cape Monday, 278 tons; sailed Jan. 10 for Valparaiso, with bark Express cargo. Dec. 31, American bark Ceres, Harris, 8 days from New London, 313 tons; sailed December 31 for Sandwich Islands, in ballast. 1845—January 5, American ship Daniel Webster, Curry, 69 days from Sandwich Islands, 400 tons; sailed Jan. 17 for Sag Harbor, with cargo of oil; Jan. 24, Chilian ketch of war Magallanes, Munoz, 48 days from Chiloe, 4 guns; sailed Feb. 18 for Chiloe, with provisions for the colony. Jan. 24, Chilian schooner of war Ancud, Gatica, 43 days from Chiloe, 4 guns; sailed Dec. 26 for Chiloe. Jan. 30, French brig Anonyme, Blanlot, 90 days from Bordeaux, 120 tons; sailed Feb. 6 for Valparaiso and Tahiti, general cargo. March 14, English bark Commodore, De St. Croix, 19 days from Valparaiso, 305 tons; sailed March 14 for Liverpool, with guano. March 17, English bark Ganges, Gibson, 21 days from Valparaiso, 348 tons; sailed March 18 for Cork, with guano. March 30, French brig Jeune Corinne, Servant, 86 days from Bordeaux, 130 tons; sailed April 3 for Valparaiso, general cargo. May 4, Chilian bark Maria Teresa, Stewart, 14 days from Chiloe, 280 tons; sailed May 10 for Chiloe, with provisions for the colony. May 27, French bark Emily, Lacombe, 108 days from Bordeaux, 154 tons, sailed June 2 for Valparaiso, general cargo. Oct. 10, American schooner Leader, Fray, 94 days from New London, 130 tons; sailed Oct. 15 for Chiloe, in ballast. Oct. 28, British brigantine of war Spy, Wooldridge, 19 days from Falkland Islands, 3 guns; sailed Nov. 1 for Valparaiso. Nov. 30, American brigantine Alfred, Davenport, 99 days from New Bedford, 157 tons; sailed Dec. 6 for Chiloe and Otaheite, in ballast. Dec. 11, Chilian ketch of war Magallanes, Cabieses, 9 days from Chiloe, 4 guns—This vessel still remains on the station. Dec 11, Chilian bark Ballena, Wood, 9 days from Chiloe, 225 tons; sailed Jan. 3 for Chiloe, with provisions for the colony. 1846—Feb. 1, French brig Jeune Corinne, Servant, 86 days from Valparaiso, 130 tons; sailed Feb 6 for Havre de Grace, with copper ore. Feb 2, French bark Emily, Lacombe, 33 days from Valparaiso, 184 tons; sailed Feb. 6 for Bordeaux, with copper ore and cotton. Feb. 6, American ship Brandt, Sampson, 37 days from Port Nicholson, 310 tons; sailed Feb. 10, whaling, with cargo of oil. Feb. 20, French ship Arche d'Alliance, Marceau, 90 days from Havre de Grace, 450 guns; sailed Feb. 21 for Valparaiso, with stores. April 15, English steamer Ecuador, Brown, 15 days from Rio de Janeiro, 406 tons; sailed April 22 for Valparaiso. April 16, American ship Caravan, Manchester, 180 days from Fall River, 340 tons; sailed April 22, whaling, in ballast. April 21, English bark David Malcolm, Cabell, 63 days from New Zealand, 380 tons; sailed April 21 for London. April 24, British steamer of war Samson, Henderson, 62 days from Plymouth, 1,800 tons, 6 guns; sailed April 29 for Valparaiso. June 3, Chilian bark Lacao, Bafico, 18 days from Chiloe, 300 tons; sailed June 14 for Chiloe, with provisions for the colony. Oct 16, English bark Commodore, De St. Croix, 16 days from Valparaiso, 305 tons; sailed Oct. 16 for Liverpool. Oct. 29 British steamer of war Salamander, Hammond, 29 days from Valparaiso, 6 guns; sailed Nov. 5 for Rio and England. Nov. 1, French brig 28d de Mai, Gajac, 90 days from Bordeaux, 200 tons; sailed Nov. 11 for Valparaiso, general cargo Dec 15, English brig Canning, Hancock, 29 days from Ysiay, 190 tons; sailed for London, with saltpetre and wool. December 15, Chilian bark Maria Teresa, Dudero, 18 days from Valparaiso, 280 tons; sailed Dec 26 for Valparaiso, with provisions for the colony. Dec. 26, English steamer New Granada, Williams, 14 days from Rio Janeiro, 500 tons; sailed Dec. 27 for Valparaiso. 1847—Jan 10, American schooner Hiram, Fisher, 141 days from Edgartown, 56 tons; sailed Jan. 13 for Chiloe, general cargo. Jan. 10, French steamer of war Gassendi, Faucon, 17 days from Montevideo, 6 guns; sailed Jan. 14 for Valparaiso. Jan. 20, French brig Nouveau Perseverant, Boyer, 32 days from Mejillones, 200 tons; sailed Jan. 23 for Havre de Grace, with saltpetre. Feb. 1, Chilian bark Carolina, Stewart, 22 days from Valparaiso, 401 tons; sailed Feb. 2 for Cork, with saltpetre and Brazil wood. Feb 28, British brig of war Frolic, Hamilton, 19 days from Valparaiso, 16 guns; sailed March 22 for Rio and England, with $1,664,248 in specie. April 4, Chilian schooner Ioladora, Molver, 82 days from Valparaiso, 145 tons; sailed April 29 for Chiloe, with provisions for the colony. April 12, American bark Ceres, Harris, 33 days from Talcahuano, 213 tons; sailed April 13, whaling, with oil. August 25, English bark Queen of the Isles, Leask, 24 days from Valparaiso, 278 tons; sailed Aug. 26 for Falmouth, with coffee. Sept. 14, British steamer of war Cormorant, Seymour, 17 days from Valparaiso, 6 guns; sailed Sept 17 for Rio and England, with $2,000,000 in specie. Dec. 17, American ship Brewster, Geggins, 94 days from New York, 215 tons; sailed Dec 21 for Valparaiso and Conchagua, general cargo. Dec 23, English bark Othello, Thompson, 109 days from Newcastle, 386 tons; sailed Dec. 25 for Valparaiso and Callao, with coal. 1848—Jan. 13, Chilian bark Ballena, Rowett, 17 days from Valparaiso, 225 tons; sailed Jan. 15 for Montevideo, with Chile produce. Jan. 31, Chilian brig of war Condor, Lynch, 25 days from Valparaiso, 4 guns; sailed Feb. 14 for Chiloe, with provisions for the colony. March 12, American ship Spartan, Morelander, 90 days from Nantucket, 370 tons; sailed March 27, whaling, in ballast. March 24, British brigantine of war Spy, Wooldridge, 18 days from Valparaiso, 8 guns; sailed March 24 for Rio and England. March 24, English brig John French, Luck, 94 days from Cardiff, 305 tons, sailed March 27 for Valparaiso and Callao, with coal. April 8, British schooner of war Cockatrice, Rundle, 38 days from Rio de Janeiro, 4 guns; sailed May 10 for Valparaiso, with stores. April 20, American schooner Patuxent, Waterman, 25 days from Rio de Janeiro, 100 tons, sailed May 8 for Chiloe, general cargo. May 16, Peruvian steamer of war Runac, Valle Riestra, 40 days from Rio de Janeiro, 6 guns, for Talcahuano. May 16, American bark Undine, Baker, 102 days from New York, 216 tons, for Coast of California, general cargo.

THE GOLD DUST.—The following statement shows the amount of gold dust entered at the Custom House yesterday and to-day:—

Demitz Jervis	$9,094
Waldo, Noyes & Co.	1,000
Charles Brewer	13,520
P. I. Parmerm & Co.	2,250
Josiah Spaulding	8,206
Luring, Fisk & Co.	4,677
Howard, Son & Co.	2,750
Reed, Wade & Co.	1,000
Henry A. Pierce	25,124
Henry Mellor	32,922
E. J. Hale	200
Jones, Ball & Poor	294
Isabeau, Deacon & Titcomb	1,000
M. S. Lincoln & Co.	1,000
Saml. Kennedy, Jr.	1,162
Total	$104,119

A large portion of the dust has already been sent to the Mint, whence it will return in the course of a few days, in yellow boys. We are informed that Messrs. Adams & Co. and Harnden & Co. each took on near $50,000 yesterday afternoon, and that a small consignment is to go on by Adams & Co. this afternoon.—*Boston Journal, March 27.*

Annual Commencement of the College of Physicians and Surgeons of the University of the State of New York.

A large and respectable assemblage of citizens was assembled last evening, to witness the interesting ceremony of conferring the degree of M. D. upon the young gentlemen who, after passing through a long course of study and a pretty severe examination, have been thought worthy of receiving a diploma. At an early hour, the College Hall, in the building in Crosby street, was filled with a large company, among whom were, also, a great number of ladies. At about 8 o'clock, the members of the faculty, the trustees of the college, and distinguished visiters, with Dr. A. H. Stevens, in college toga, arrived, and took their seats upon the elevated platform. Among the gentlemen present, we noticed Drs. Ludlow, J. M. Smith, Cheeseman, Floyd Smith, Buck, Cock, Crosby, Professors Parker, Gillman, Clark, Watts and others; Dr Balch, of St. Stephens, also attended, in his clerical capacity.

The business of the meeting was opened by solemn prayer, which was read by Dr. Balch, of St. Stephens, in the most dignified manner, the audience devoutly standing The Secretary of the College, Dr. Watts, then read, with a few appropriate remarks, the names of the gentlemen who had passed a successful examination, and had been deemed fit and proper to receive the dignity and honor of a diploma, M. D, from the College. The following are the names of the gentlemen thus distinguished by the approbation and honors of the University:—

COLLEGE OF PHYSICIANS AND SURGEONS—GRADUATES OF MARCH, 1849.

Dewitt Clinton Bacon	Oneida Co. N. Y.
Benjamin Rush Bevier	Ulster Co. N. Y.
William Burr Bibbins, A. M.	Connecticut.
Albert Gallatin Bissell	Livingston Co., N. Y.
Ralph Barker Breakell	New York City.
William Henry Church	Alleghany Co, N. Y.
Francis Parmelee Colton, A. M.	Massachusetts.
Henry George Cox	Bermuda.
Jeb Symmes Crane, A. M.	New Jersey.
Thomas Rockwell Crittenden	New Jersey.
[Lic. of the Med. Soc. of the State of N. Jersey, 1848.	
Joseph Edwin Culver	Connecticut.
John Mackintosh Davidson	New York City.
Chas. Augustus Dusinberre	Orange Co., N. Y.
Daniel Laurance Everitt	Ulster Co, N. Y.
James Ferguson	Virginia.
[M. D, Castleton Med. Coll., 1848.	
Horatio Gomez	New York City.
Henry Guernsey	New York City.
Elisha Harris	Cortland Co., N. Y.
James Farquhar Hibberd	Ohio.
William Augustus Huber, A. B.	Pennsylvania.
Edward Sanders Lansing	Herkimer Co, N. Y.
Charles McMillan	Livingston Co., N. Y.
Joseph Billings Morton	New Jersey.
William Henry Morton	New Jersey.
Almon Mitchell Orcutt	Massachusetts.
Adolphe Pierre Preteire	New York City
Lefroy Ravenhill, A. M.	Kings Co, N. Y.
John Alfred Simmons	North Carolina.
Richard Smith	Duchess Co., N. Y.
Edwin Miller Snow, A. B.	Vermont.
Thomas Snowden	New York City.
Charles William Tallett	Oneida Co., N. Y.
Carlos Philip Tucker	Broome Co, N. Y.
Pierre Cortland Van Wyck, A.B.	Westchester Co. N. Y.
Frans Conrad Weisenbauit	New York City.
George Smith Ward	New Jersey.
William Spencer Ward, A. M.	New Jersey.
Charles Seymour Ware	Niagara Co, N. Y.
Augustus Clayton Winn	Georgia.

The above names having been called over, the gentlemen named took their seats on benches, immediately fronting Dr. A. H. Stevens, who thereupon read an oath, or affirmation, by which the young candidates for medical honors severally engaged, and solemnly undertook, to perform all the duties of their profession, with honor, faithfulness, discretion and fidelity. This ceremony, (which in fact was something more than a ceremony, being a very solemn undertaking of a very high duty, by the several gentlemen entering into the engagement) having been concluded, Dr Stevens called up the candidates, who stood before him; whereupon he delivered to them the parchment roll containing their diploma, with the following words:—

Ex auctoritate mihi data. Ego vos Doctores Medicinæ dico creo renuncio cum potestate fruendi omnia jura privilegia ac honores quæ ad hunc gradum pertinent. In cujus rei testimonio hæc diplomata vobis trado.

This ceremony having been concluded, which was very interesting, and excited a deep interest in the numerous company present,

Dr. STEVENS then came forward and spoke as follows:—

Although not unused to witness and to participate in scenes like the present, I am impressed more and more, at each returning season, with their deep interest and importance—not to yourselves alone, my young friends, but to us, your teachers, and to the community at large. On the eve of the battle of Hohenlinden, (I have heard Moreau, the French general in that battle, speak of it,) the poet Campbell beautifully exclaims—

"Few shall part where many meet."

You, on the other hand, and we and this assemblage of friends interested in your welfare—you, whose business, now and henceforth, is not to shorten life, but to prolong it—you are here met, perhaps to meet no more. You are to go forth hence to labor in the broad field of humanity. Your labor is for pure, unmixed good; not the good of one, at the expense of another, but the good of all, and that the greatest of all earthly goods—a sound body, with a sound mind. I foresee your future struggles; but, mixed up with them, and beyond them, I see, too, your future pleasures—the pleasure of study—of searching after truth; the pleasure of applying the acquired truth to the relief of your fellow creatures—the honor and other rewards that follow in its train. Medicine is not a perfect science—it cannot be learned like a problem in mathematics. Mathematicians boast of the pleasures of their studies. To solve a mathematical problem in general, is only to do what some one else has done before; and then look at the end, the result, as compared with the discovery of a new means of curing disease. Let us, its votaries, be thankful, therefore, that our science and our art are progressive, and not perfect. If medicine were a perfect science, it would cease to advance—we should become mere artisans—the excitement of hopeful labor and the joy of successful discovery would be lost The Omniscient alone, without effort and intuitively knows all things. man by mental exertion alone acquires knowledge. Successful intellectual occupation is a source of abundant happiness; and when, as in medicine, there is superadded the approval of the moral feelings, it becomes one of the most exalted employments of the human mind. To gain a civic crown—the reward among the ancients for having the life of a fellow creature—was esteemed one of the highest honors a Roman citizen could receive. What pyramids of chaplets would rise up on the brows of many here present if each life preserved by their skill were represented by one wreath! Who is ever more cordially welcomed than the physician, on his arrival at the door of a sick house? See how joy diffuses itself amongst the anxious circle—how they watch his looks, and smooth the way for his every movement—study to anticipate his every want, and when he speaks,

"Attenti que aura tene tunc!"

If any of you have, as I myself have, been thrown upon an unknown coast, and witnessed the delight among the bewildered crew and passengers, when a pilot came on board and brought with him the means of safety, you have seen something like that daily occurring on the arrival of a trusted physician. Beside all this, gentlemen, your profession is an exceedingly portable one, and may be truly "warranted to keep in all climates." And your fame will extend to all regions. Bees have received from China a letter of consultation, with no other superscription than his simple name—but what a name! The late Dr. Linn, Senator from Missouri, speaking with me about Sir Astley Cooper's coming to America, said, "I told him we would pave his path with our hearts" Such is the extent of a physician's fame, and may such ever be the feelings of the members of our holy brotherhood. Gentlemen, the greatest of all physicians, the best model for all, is the divine Hippocrates, the great father of medicine. I will, with all possible brevity, exhibit his character to you, so far as it appears in his Law and in his Oath.

1. Of the law, as he styles it I have prepared for your edification a translation as literal as possible—the law of Hippocrates. Medicine is, of all professions, the most noble, and yet, through the ignorance of those who practice it and of those who judge it lightly, it is now reduced to the lowest rank A judgment thus false, seems to me to arise principally from the fact that in cities the medical profession alone is not subjected to any penalty, except that of disgrace; and disgrace does not affect those who live by it These men greatly resemble the *figurantes*, who are made to appear in tinsel dies—as the *figurantes* have the cost and the mask of actors, without being actors; so amongst physicians—many are so by the title; very few are so in point of fact. He who is destined to acquire solid instruction in medicine, must unite the following conditions:—Natural aptitude, good teaching, a favorable place, early instruction, love of labor, long application; above all, there is need of natural disposition. It is vain to attempt to force nature; but when all is prepared by nature then begins instruction, which the pupil should endeavor to appropriate by reflection The pupil should begin young and be placed in a situation suitable for instruction; moreover, a long time must be devoted to study, so that the teaching may take deep root and bring forth happy and abundant fruits As is the culture of plants, so is instruction in medicine—Natural aptitude, that is, the soil. The precepts of teachers, they are the seed. Instruction begins in childhood; that is the seed planted in suitable season. The place where instruction is given, that is the surrounding air from whence the plant generates its nourishment. Diligent study, that is the workman's hand. Lastly, time strengthens everything until maturity. See me, gentlemen, [illegible] the [illegible] of the passage From the [illegible] breathing air *generates gignomene*, the plant. This is no other than the now well established doctrine of modern vegetable physiology, lost until within about fifty years. Such are the conditions that must be united for the study of medicine; such is the profound knowledge it is necessary to acquire, if, in going from city to city in the practice of the art, one would become a physician in fact, and not in mere name. Unskillfulness is a bad gift; treasure a bad acquisition for those who carry it with them day and night. A stranger to confidence and to contentment, it begets timidity and temerity—timidity betokens weakness, impotence; temerity betokens inexperience. There are, in fact, two things: to know and to believe you know To know, that is science; to believe you know, that is ignorance But sacred things reveal themselves only to sacred men, and it is forbidden to communicate them to the profane who have not been initiated in the mysteries of science. The promise you have just made is, with some omissions, the celebrated oath attributed to Hippocrates, and hence called the Hippocratic oath. It was the obligation entered into by the family of Æsclipeades, amongst whom physic was an hereditary passion. Youth were trained to medical studies from their earliest years, and began to witness the dissection of animals while yet children. To this circumstance is attributed the want of books of anatomy at this period, as anatomy was taught practically for professional services and for the instruction of those not of the medical brotherhood or family, remuneration was received; but from these alone, the oath is in the following words:

"I swear by Apollo, the physician of Esculapius; by Hygeia and Panacea; by all the gods and all the goddesses, calling them to witness that I will fulfill, according to the best of my powers and capacity, the following engagement:—I will place the son of my master on the same footing with the author of my existence, I will divide with him my goods, and, when they are gone, I will provide for his wants; his children I will treat as brothers, and if they desire to learn medicine I will teach them without salary or fee I will teach my own children, those of my master, and the disciples bound by an engagement and an oath according to the medical law, and no others I will direct the treatment of my patients for their advantage, according to the best of my ability and judgment; and I will abstain from all evil, and from all injustice I will place in the hands of no person a poison, if it is asked of me; nor will I voluntarily offer it, neither will I give to any woman an abortive pessary. I will pass my life, and will practice my art, in innocence and purity. I will not practice the operation for the calculus,* but will leave it for those who occupy themselves therein. Into whatever houses I enter, I will enter for the good of the sick therein, keeping myself free from all voluntary evil doing and corruption, and especially from the seduction of women and boys, whether slaves or free Whatever I see and hear in society during the exercise of my profession, or not in the exercise of it, I will keep secret—(excepting so much as it may be necessary and proper to divulge)—regarding discretion as a solemn duty in all such cases. If I fulfil this oath without infraction thereof, may it be granted to me to enjoy happily my life and my profession, and be ever honored amongst men. If I violate it, and perjure myself, may I have a contrary lot" Hippocrates further says: "He who loves not his art, loves not men. He who truly loves it, and possesses the just views, the tact and quick discernment which it requires, and adds to them a thorough education, will experience a constantly increasing happiness in stud