IMPORTANT FROM THE SANDWICH ISLANDS.

The Difficulties with the French.

Threatened Annexation to the United States, &c., &c., &c.

Advices have been received from the Sandwich Islands to March 16. They came *via* San Francisco.

Affairs at Honolulu appeared to be reaching a crisis. The French had sent in their ultimatum, giving the government till the 20th to accede or refuse. In the case of the latter alternative, a blockade was anticipated, in which case it was expected that the government would throw itself upon the protection of the United States. The U. S. sloop-of-war Vandalia was detained in consequence.

The agent of the proposed line of steamers to the Islands, has met with but little encouragement from the Hawaiian government.

The *Polynesian* finds fault with the Collector of San Francisco for continuing to levy the discriminating duty of ten per cent on vessels carrying the Hawaiian flag. It says that the duty having been paid under protest, it will, without doubt, form a proper subject for reclamation from the American government.

Mr. Edmund C. Munn, editor of the Honolulu *Times*, died in that city on the 3d ult., in the 22d year of his age. Mr. Munn was a young man of superior talent, and was highly respected for his moral worth.

The officers of the U. S. sloop-of-war Vandalia were officially presented to the King, on the 28th February, and on the 5th March, his Majesty, with all his ministers and many other distinguished individuals, visited the Vandalia in state.

The ship Flavius returned to Honolulu on the 20th ult., having made the trip from that city to China and back in 105 days.

The 22d of February was celebrated at Honolulu with great display. The United States sloop Vandalia was gorgeously bedecked, all the shipping in port hoisted their colors, and the consular flags were displayed. At twelve o'clock a salute of twenty-one guns was fired from the Vandalia, and returned by the French corvette Serieuse, and the battery on shore. At night a brilliant party was given, and attended by the King, Queen, and other distinguished personages. An address was delivered before the Atheneum, by Mr. Ten Eyck, on the character of Washington.

The people of Honolulu are considering the expediency of applying to the Legislature for a city charter.

Captain William J. Rogers, of the ship Flavius, at Honolulu on the 2d ult., from Hong Kong in 54 days, gives the following notice to mariners, in the *Polynesian* of the 8th ultimo:—

SHIP FLAVIUS, Feb. 7, 1851.

At noon were directly in the position of an island laid down on Navies' chart, lat. 29 deg. 40 N., lon. 143 deg. E. The island does not exist in the position assigned it by the chart, for the day was remarkably clear and I could have seen land at least fifteen miles, from the mast head, but saw nothing.

Lat. 32 deg. 10 N., lon. 130 deg. 36 E., passed a small island not laid down in any chart that I have seen. The island, I suppose, can be seen fifteen or twenty miles in a clear day.

The *Polynesian* contains an article in reference to the order of the Secretary of the Treasury of the United States, that goods imported here must be landed and stored in fifteen days after arrival, or twenty days if in vessels over 300 tons. It insists that this will put a stop to commerce between California and the Sandwich Islands; that the trade hitherto has been conducted with little profit to importers, and this will destroy all hopes of any profit.

As before mentioned in the *Herald*, we perceive that the aggregate value of imports into the Sandwich Islands during the year 1850, from California, was greater than from any other country, exceeding even that of the whole United States besides The following is the import value of articles for the past two years:—

During 1849	$131,505 8
" 1850	305,913 2
Increase in one year	$174,407 29

During the year 1850, the value of the import from the United States, exclusive of California was $282,037 49, being $22,875 79 less than from California alone, during the same period. Great Britain and the British colonies together, in 1850, [illegible] goods to the Islands to the amount of $[illegible],768 80.

The Vandalia was to have sailed about the 10th of March, for Panama direct. She would bring to Panama important despatches for the government at Washington, relative to the French troubles.

IMPORTANT STATE OF AFFAIRS—THREATENED RUPTURE WITH FRANCE, AND ANNEXATION TO THE UNITED STATES.

[From the Alta California, April 15.]

From recent accounts received from Honolulu, it would appear that the French had sent in their ultimatum and given until the 20th ult. for the government to decide whether to accede or refuse. What was to be the next step in case of refusal by the authorities, does not appear; but the supposition is that a blockade of the port would be declared, or perhaps something more immediately effective resorted to. If either the one or the other be attempted, that moment will be the signal for running up the flag of the United States with the Hawaiian. There is no guess work. It comes to us in the most positive form. It has been determined upon by the King and his Ministry, that if the French attempt a blockade, or to take possession, the government will hoist the stars and stripes, and throw the kingdom upon the protection of the United States. We think our authority for saying this is perfectly reliable. The course has been decided upon in consideration of the inability of the Islands to contend against the forces which France might send against them, and also from the fact that the almost entire interests of the Islands in the hands of foreigners are those of the Americans. In Honolulu at least three-fourths of the foreigners are Americans, their number being at least two thousand, while in the same place the number of French subjects is about a dozen. France cannot fire a shot into the towns of the Hawaiian kingdom without destroying the property of the citizens of the United States. The moment she does so, she will find her account opened with Uncle Sam and a strict reckoning will be demanded and will be had. There is no use in beating about the bush in this matter any longer. The French must avoid collision with the Hawaiian kingdom, or they will oblige us to assume a responsibility not flattering to them.

[From the Alta California, April 10.]

The acquisition of Florida by the United States brought us almost within hail call of Cuba; and the previous possession of Louisiana, and the subsequent annexation of Texas, have all combined to make more intimate our relations with that island, and to implant in many minds a strong desire to possess it. What Cuba is to the Eastern States, the Sandwich Islands are to California—for, although they are much farther removed from us, they are, nevertheless, the nearest group of all those which dot the Pacific, and are, therefore, of more consequence to us from the fact that they are near neighbors under a different rule, capable of furnishing us with similar favors, facilities, and advantages, as is the case in the West Indies. The Sandwich Islands are our West Indies—and whatever disturbs or injures them is likely to excite no small degree of interest here. The westward progress of our nation has made it impossible for us to remain uninterested spectators of either the prosperity or adverse circumstances of the Hawaiian kingdom. Our interests are too closely connected, our distance too small, our intercourse too often and rapid for us to hold ourselves aloof, careless and unsympathising, if injustice is attempted, because of the nation's weakness; and, perhaps, its freedom menaced, and its forcible possession intended. We therefore feel, as our countrymen must feel, no little interest in the present condition of things at the Islands, where the representatives of a powerful nation, backed by a ship of war, are pressing demands against an independent government—claims which we look upon as entirely wrong and untenable. The presumption of the claims, and the pertinacity with which they are urged, are accounted for only upon the ground of the assumed weakness of the government. There is no reason to believe that a similar claim would have been urged upon a powerful nation.

The present state of affairs between the Hawaiian kingdom and France, has resulted from a refusal on the part of the former to accede to a demand of the latter in reference to the introduction of wines and brandy. In the treaty with France and England it is expressly stipulated, that on wines and spirituous liquors the duties shall be optional with the Hawaiian government, provided it shall not amount to a prohibition. The government laid a duty of five dollars a gallon upon wine and liquors, ale and beer included. Upon a proper representation to and by the British government, these duties upon ale and beer were refunded, upon the ground that they were neither wines nor spirituous liquors, and therefore, were not contemplated by that clause of the treaty. Thereupon the French claimed that their wines and brandies should be admitted under the clause establishing an ad valorem duty of five per cent, and also the refunding of the excess which had been collected. Both these demands have been strenuously refused compliance with. Our correspondent, whose letter upon the subject will be published in a day or two, gives their claims as, first, that the French and American missionaries should be placed upon a par in the distribution of moneys by the government for the support of their labors. Secondly, the French demand a representation in the cabinet or ministry of the King. Mr. Wyllie being a Scotchman, and Mr. Judd an American, and both in the Ministry, the French claim to have a Frenchman in a similar position. Both these claims are regarded as infringement of the rights of an independent nation.

Neither Mr. Wyllie nor Mr. Judd were made ministers because they were of a particular nation by birth; but had they been, that fact would give no nation a right to demand a similar exercise of power, for that would at once degrade the Hawaiian kingdom from its rank as an independent nation, guaranteed in its nationality by France, England, and the United States. Thirdly, the French demand that all correspondence between them and the Hawaiian government be carried on in French instead of English, as at present. These demands being resolutely resisted by the government and persisted in by the French, affairs have become very threatening at Honolulu. The French had sent in their ultimatum, and given until the twentieth of March for the government to accede or refuse. Much excitement, in consequence, prevailed at the latest dates. The king's palace was closely guarded, governmental papers and funds removed to a place of safety, and other steps precautionary taken. This is an unfortunate condition of things, and if pushed further, or longer persisted in, must prove detrimental not only to the business and prosperity of the islands, but especially to our commerce. We, therefore, once more call upon our own government to interfere. Let it redeem its pledge for the independence of Kamehameha. We object, in toto, to another enactment of the Tahiti subversion; and the present attitude of France looks very like such a disposition. If the Hawaiian government is not to be left free, no other than the American nation can possess it. Our government should have had a fleet there long ago.

[Correspondence of the Alta California.]

HONOLULU, March 14, 1851.

If ever there was a storm in a puddle, it is now to be seen in this kingdom of Lilliput. The palace is garrisoned with a showy body of Kanaka troops, lest his majesty King Kamehameha III, Anglice, "the lonely one," should be kidnapped by night, and loaded with chains on board the French corvette. The troops are being reviewed, and every possible demonstration of a vigorous defence is being made. The books were carried away from the government offices the other day, and the public moneys to be deposited in a place of safety, and the natives say, (I have no better authority,) that the market place is to be cleared of every eatable during the forenoon of each day, lest the French sailors and marines should be tempted to lunch upon the calabashes of *poi*. Bad policy that, to my mind; for should the invaders be guilty of such a piece of rashness, every man of them would become inefficient for eight and forty hours at least; or at all events, in a state which faint-heartedness is said sometimes to produce. But no stone is left unturned in the endeavor to create an excitement, and to foster the expectation of an immediate attack. And all this, be it observed, in the face of the French ultimatum not expiring until the 30th instant, until which time his majesty, and what is of still greater importance, the ministers, are as safe as in a sanctuary.

The dispute arose originaly in this way:—A treaty tripartate was negotiated between France, England, and the Hawaiian kingdom, guaranteeing the independence of the latter, and, among minor provisions, stipulating that the duties levied upon goods imported in French and British vessels should not be subject to a duty of more than five per cent ad valorem, but excepting wines and other spirituous liquors, the duty upon which was to be optional with the Hawaiian government, provided that it should not amount to an absolute prohibition. The government, in consequence, levied a duty of $5 per gallon, and included British ales and ciders in the category. The British Consul remonstrated, urging that beer and cider never were, and never could be classed with spirituous liquors, seeing that the former were brewed and the latter distilled. The Minister for Foreign Affairs replied with an article from an encyclopedia, giving the comparative strength of every liquor that had ever passed down the throat of man, from lemonade to alcohol. The Consul declined entering into a scientific discussion, but sent the correspondence to Lord Palmerston, who immediately decided that "fleas were not lobsters;" that there was no doubt but that beer and cider were neither wines nor spirituous liquors; that the excessive duties must be refunded, and no more than what was contemplated by the treaty exacted in future. The Hawaiian government complied without demur. Then step in the French, who argue thus:—Wines and brandies are the natural produce of the French soil, as beer and cider are of the British; we have a right to be treated on the footing of the most favored nation; ergo, our wines and brandies are over-taxed. Moreover, the duty, $5 a gallon, amounts to a prohibition, which is a plain infraction of the treaty.

In my humble opinion, the French have the worst of it on the argument. It was a mistake on their part to allow the word "wines" to stand in the treaty, without the addition of beer and cider, the produce of British soil; but, having enamitted the oversight, they are bound to respect their own agreement, which is as plain as words can make it. Neither can it be said that a duty of $5 amounts to "an absolute prohibition." The proof to the contrary is the quantity that is consumed. Moreover, there is a precedent for such an amount being not considered a prohibition, for when England levied 27s. a gallon upon French brandy, she did so under the idea, perhaps a mistaken one, that it would increase the revenue derived from that article of import, which expectation, with a drohibitory duty, would be absurd. "This may be all very fine," says Crapeau, in answer, "but John Bull sends his produce, and we will send ours—*coute qui coute*."

Another demand of the French is, that the French and American missionaries should be placed upon a par with regard to the moneys devoted by government to the support of the respective creeds. I have not been able to learn the details of this question with sufficient accuracy to warrant me offering a private opinion; but it certainly looks hard upon the face of it, that an independent nation should not be allowed the distribution of its own tax gathering.

But the main demand of the French is this: that they should be represented in the cabinet. "The Americans are represented," say they; "the British are represented, and we will be so too." It is from the want of representation that these difficulties have accrued; they have already endured too long, and we are tired of them." And in this I must confess I think they are perfectly right. Fair play is a jewel, and it certainly has not been allowed them yet. They demand to be placed on a footing of perfect equality with other nations; they ask no more, and will accept not one jot or one tittle less. White men rule the country—for the king is a puppet, who literally "dares not say his soul is his own," feeling to the full the irksomeness of the yoke, yet not daring to shake it off. White men rule, each favoring the cause of his own particular nation, and we must have our own share of power.

There is yet another demand, of less consequence, I believe, than the rest—that all correspondence between the French and Hawaiian governments should be carried on in the French language. "Correspondence between the Hawaiian and the British or American governments," say they, "is carried on, not in the native language, but in the English, which is a compliment to them at our expense." Now, the fact is, that English, strictly speaking, is as much the language of the country as Hawaiian; having been declared by law the official language, in consequence of the incapacity of the Hawaiian to express official ideas. It is, indeed, the only language, *quoad hoc*.

No one can tell yet how this will end; but my own strong impression is, that the French will not proceed, *aux voies de fait*, to actual aggression. They have done so once already, and to try it a second time, in the same quarrel, with a puny State like this, would be ridiculous; and a Frenchman is constitutionally too sensitive to ridicule, even to risk it. Possibly the port might be blockaded, in case of the Hawaiian government not giving way; but even that I do not think likely. But the cabinet are making the most of it, trying hard to accumulate appearances of injury and oppression, courting the reputation of martyrdom by every device they can imagine. I may be unjust to them. It is only a private opinion, after all; but I cannot help thinking that they are trying to exasperate the French into landing. At all events, their management of the affair justifies our believing that they consider an open and palpable grievance the best thing that could happen to them. Either this is their game, which, if so, has been cleverly managed enough; or else they lie open to the charge of the greatest diplomatic incapacity. They have unnecessarily provoked an ultimatum, precluding all chance from that moment of an amicable arrangement, cutting themselves off from every chance of being allowed to march out with flying colors, and will have to submit, after all, or to adopt a course that will finally involve them in greater difficulties than ever.

P. S.—Since writing the above, I have heard many assertions that the French will blockade this port, and I have so far changed my opinion in consequence, as to believe it quite likely they will do so.

DESCRIPTION OF THE ISLANDS.

Our readers becoming interested by these advices, in Hawaii, will be curious to read some account of the islands. We annex a short description:—

Sandwich Islands, an interesting group of islands in the Pacific ocean, forming part of Polynesia, and lying in the northern hemisphere, between lat. 18 54 and 22 15, and between lon. 150 54 and 159 24 W. They are eleven in number, and were discovered by Capt. Cook, in 1778, who gave them their name in honor of the Earl of Sandwich. They are called by the natives Hawaii, (or Owhyhee,) Mowee, Ranai, Merotoi, Tahoorowa, Woahoo, Atooi, Necheehon, Oneehoua, Morotinnee, and Tahoora, all inhabited except the last two.

Hawaii is much the largest, being 97 miles in length by 78 in breadth, and containing 4,000 square miles. All the other islands united contain but little over 2,000 square miles. The climate of these islands is salubrious, and differs but little from that of the West Indies in the the same latitude, except that they are not subject to the violent hurricanes so prevalent at the latter, and there is more rain at the Sandwich Islands. The soil is fertile, and the vegetable productions similar to those of other parts of Polynesia. The bread fruit, taro root, sugar cane, and fruits of various kinds, flourish here in abundance. Sandal wood furnishes an important article of export. These islands are in general mountainous, and the scenery highly novel and picturesque—one of the mountains of Hawaii is 16,000 feet in height.

The missionaries say that the population is about 150,000, of which 85,000 inhabit Hawaii. The inhabitants are hardy and industrious, of a darker complexion than those of Otaheite. They are civil and friendly to strangers, and ingenious in the construction of their canoes, weapons of war, &c. The similarity of their features, habits, traditions, and language, to those of the natives of New Zealand, the Marquesas, and other islands of Polynesia, affords proof that they were originally one nation, or emigrated from the same country.

Until recently the people of these islands were gross idolaters. The Taboo system had been in operation, and most rigidly observed, for thousands of years. By this everything was prohibited which was contrary to the will of the king. It perpetually interdicted certain kinds of food. Women were forbidden to eat pork and plaintains, two very important articles of food there; or to eat with the men, and even to have food cooked by the same fire. There were various other prohibitions under the system, exposing the delinquent to the punishment of death. To the idols were presented expensive sacrifices, and in some instances human victims were sacrificed by the priests.

The honor of effectually introducing the Christian religion into this region, is in part due to the American missionaries, who were dispatched from Boston, Massachusetts, in 1819, by the American Board of Foreign Missions. The accession of a new king to the government of Hawaii in the same year, had caused a revolution in the islands, by which idolatry was abolished by order of the king, with the consent of the people, to follow the example of the inhabitants of the Society Islands. This prepared the way for the conversion of the people to Christianity, and on the arrival of the missionaries in 1820, they were well received. Since that period various missions have been sent to the Sandwich Islands, by societies in America and England, and the people have made great advances in religion, morality, and the arts of civilization.

DIED.

At Honolulu, March 3d, of abscess of the liver, Edmund Chapman Munn, a native of Springfield, Mass., aged 22 years.

Honolulu Market.

HONOLULU, March 8, 1851.

BOOTS AND SHOES.—The market is in pretty good supply and firm at our quotations. Of men's first quality light boots there are none in the market, and they would command readily $6 per pair. Several cases of second quality are held in first hands at $5 per pair, which is above the views of buyers.

BUILDING MATERIALS are firm at our quotations; with an upward tendency. Cement is in no demand. Bricks selling off rapidly, and the quantity in first hands it limited. Lime very scarce and in great demand at our highest quotations. For a small quantity of two-inch plank, say 1,500 feet, we note the offer of $125 refused.

FLOUR.—There are upwards of 6,000 barrels in first hands, which are held at $12; but the market is dull, and we note the sales of 352 quarter bags of Sydney flour, at auction, for $2 35.

WINES AND LIQUORS.—Good Martell's is in great demand. We note the sale of 180 gallons, superior article, at $4 25. Good port, Madeira, sherry, and claret, are also in demand. Champagne has an evident tendency to decline, in consequence of large importations the past month.

OILS.—No sperm in the market. Whale is held at 62½c., but we anticipate a decline. Linseed has fallen off some from former rates. We note sales at auction from $1 25 to $1 5 per gallon.

PAINTS.—White lead is in good demand at our quotations. The market is tolerably well supplied with colored paints.

SUGAR is unusually dull, and the market is well supplied with all descriptions.

SEGARS are scarce and in great demand. Nos. 1 and 2 Manilla are the most saleable article.

GOLD DUST is scarce, and ranges from $16 to $16 75. We note small sales as high as our latter quotation.

VALUE OF GOLD AND SILVER.—Gold dust, $15 25 a $16 75; Moffat's coin, $3 50 a $4; doubloons, $16; sovereigns, $5 20 franc pieces, $4; 10 guilder pieces, $4; 10 thaler pieces, $8; 10 dollar piece, Oregon, $8; Spanish dollar, $1; Mexican, $1; Peruvian do., $1; 5 franc piece, $1.

The News from Nicaragua.

OUR SAN JUAN CORRESPONDENCE.

SAN JUAN DE NICARAGUA, May 3, 1851.

The New Town Council—The Humbug of the Thing—Enterprise of the Yankees—Arrival of a British War Steamer—Affairs at Chagres.

The news here is unimportant at the present writing. The Town Council have had no business of moment before them yet, and it will take some time for them to get in the traces; but once in, I have no doubt the reins will be well managed. Taxes will be levied for its support from the people, and by the people—they will frame the regulations themselves—town officers will be elected by them, *submitting the same to Jas. Greene, the English acting consul, for approval*—they will be elected for one year, as well as the chief magistrate.

This may be called a provisional government, and is the first step towards a more complete and more republican form, that will ensue hereafter. The election of two Americans out of five officers created some dissatisfaction among the antiquated portion of the citizens, but the whole affair gives general satisfaction; in fact the age is one of progress, and as the march of civilization cannot be stayed, those behind the age must get swamped. Although the British government have withdrawn their man-of-war (the Bermuda), *still they intend to run in occasionally, from habit, I suppose. The Alban war steamer came in yesterday, and leaves on Monday for Blewfields.* Would it not be well if one of Uncle Sam's vessels merely dropped in? It would not be considered an intrusion.

The improvements in this place still continue; many changes have taken place within the last six months. The Americans chiefly are the new comers, and the American part of the town begins to show signs of their enterprise—the new and neat appearance of their buildings contrasts favorably with the dingy thatched roofs of the Spanish part of the town.

The English mail steamer Dee arrived this morning, and leaves for Chagres to-morrow, as usual. She is four days behind time.

Business is dull at present and will continue so until the new movement gets into operation in July, when the route will, I trust, be commenced in earnest. If Mr. Vanderbilt's boats succeed on the river, and the steamers are regular at this port for passengers, nothing can prevent the lake route from being the one preferred. Expectation is raised in its favor, and people here look to it for the success of San Juan as a business place depends very materially upon the success of the Canal Company's movement.

As I leave in the Dee for Chagres, I will add a postscript from that place.

CHAGRES, May 5, 1851.

We found only one steamer here—the El Dorado, Capt. Wright. She will relieve the place of some hundreds—the number here awaiting passage home is 600. Some on their way down the river will wait the arrival of the Crescent City.

Chagres is a very busy, and a very dirty looking place, besides being insufferably hot. This is not the sickly season, but there is always more or less fever here, and always will be, from its unhealthy situation. Everything wears a look of disorder and want of government here; gambling is carried on in the open daylight, and the great magnet, gold, glistens from the various tables set out in front of the houses, to attract the passer by to stake his pile for the uncertain turn of a card. Chagres cannot compare with San Juan, or Grey Town, either in good government or good looks.

The El Dorado leaves the 7th (Wednesday) for New York, via Havana. R. D. P.

Married.

On the 8th of May, by the Rev E. H. Chapin, WM. W. SPERING to MISS MARY CANNON, of this city.

On the 12th of May, at the Church of St. Vincent de Paul, by the Rev. B. Madevre, M. FRANCOIS MARIE AUGUSTE PERROT, of St. Sever, (Department of Landes,) France, to Miss JENNY LERBUN, of Paris.

At Trinity Church, Mr. JOHN LATTON to RUTH MILLER, both of New York.

Philadelphia papers please copy.

On the 12th of May, by the Rev. Mr. Michael McAllen, Pastor of St. Columbia's Church, Twenty-fifth street, Mr. LAWRENCE BARRY, of County Meath, Ireland, to Miss ROSANNA M. BRADY, eldest daughter of Mr. Michael Brady, of this city.

On Sunday, the 11th of May, by Rev. Mr. Amerman, Mr. CHARLES HICKS to Miss MARY JANE MITCHELL, both of this city.

California papers please copy.

Died.

May 15th, 1851, after a lingering illness, MARGARET E. V. N., consort of Monmouth B. Hart.

The relatives and friends of the family are invited to attend her funeral, on Sunday, May 18th, at 3 o'clock, P. M., from her late residence, 25 Gregory street, Jersey City.

In Brooklyn, May 16th, ANN, wife of John Curry, in the 29th year of her age.

The friends and acquaintances are respectfully invited to attend her funeral, on Sunday, 18th, at two o'clock, P. M., from her late residence, No. 2 Doughty street. Her remains will be taken to Greenwood for interment.

On Friday, the 16th inst., of disease of the heart, ELIZA, eldest daughter of John McDonald, in the 22d year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral on Sunday, the 18th, at half-past two o'clock, from the residence of her father, 177 Hester street, corner of Mott street.

On the 16th of May, ZIMRI, only child of Zimri West, aged 3 years, 9 months and 2 days.

The friends and acquaintances of the family, also of his brother, Henry P. West, are respectfully invited to attend the funeral, from No. 36 Hudson street, this (Sunday) afternoon, at half-past one o'clock, without further invitation.

Of typhus fever, at the residence of Mr. Thomas Carleton, Mr JAMES WILLIAM CORRELL, aged 20 years, a native of Camolan, county Wexford, Ireland.

His friends and acquaintances are respectfully invited to attend his funeral, on Sunday, the 18th inst., at one o'clock, from his residence, Fifty-third street, between Eighth avenue and Bloomingdale road.

In Homer, Cortland county, N. Y., on the 10th of May, Rev. ALFRED BENNETT, Agent of the American Board of Foreign Missions, in the 71st year of his age.

On Friday evening, the 16th of May, of consumption, Mr. SELLECK B. ANDREWS, in the 45d year of his age.

His friends and the friends of the family, are requested to attend his funeral, on Sunday afternoon, the 18th inst., at 4 o'clock precisely, from his late residence, No. 217 Mulberry street, near Spring street. His remains will be interred in Greenwood Cemetery.

National Lodge No. 50, I. O. of O. F.—The members will please meet at their lodge room, (Gothic Room) Odd Fellows' Hall, on Sunday afternoon, the 18th instant, at half-past 3 o'clock precisely, to attend the funeral of our deceased brother, Selleck B. Andrews. By order

ROBERT STYLES, N. G.

JOSEPH P. BEACH, Secretary.

MARITIME INTELLIGENCE

Port of New York, May 18.

SUN RISES	4 43	MOON SETS	eve 10 38
SUN SETS	7 10	HIGH WATER	morn 10 21

Cleared.

Steamers—Alabama, Ludlow, Savannah, S L Mitchill; Southerner, Dickinson, Charleston; Sanford, Tileston & Co; Chingarora, Broadwell, Mobile; Oneida, O'Neill, Philadelphia.

Ships—Norden (Rus), Crabbe, St Stephens, NB; Funch & Meincke, Fiske, Borland, St John, NB; E Richardson & Co; Manilla, Gray, New Orleans; J W Elwell.

Barks—Rostock (Mecl.), Frahn, Cadiz; Funch & Meincke; Geo Leslie, Sleeper, Rio Janeiro; H K Corning; Mary Ellen, Sherman, Pernambuco, &c; E S Innes & Co; Hope (Br), Doncaster, Quebec; W & J T Tapscott; Achilles (Br), Warden, do; Barclay & Livingston; N H Wolfe, Davis, New Orleans; Foster & Nickerson.

Brigs—Letitia, Bentley, Nuevitas; T Owen & Son, Forest, Crocker, Port au Prince; Brett, Voss & Co; Partridge, French, Cuba; Nesmith & Sons; J H Long, Long, Cardenas; J W Elwell; Sylph, Burke, Antigua; R B Eldridge; Triumph (Br), ——, Richibucto; Montgomery Brothers; Pilgrim, M'Cready, Wilmington, NC; Leviathan (Br), Odell, Nassau River, Ga; Orinoco, Hinds, Portland; G H Brookman; Champion, Hamilton, do.

Schrs—Petrel, Young, Port au Prince; O J & A Ferris & Co; E J Munsell, Baldwin, Harbor Island; E Ackerly; J H Johnson (Br), Johnson, do; G Miller & Co; Wm H Clase (Br), Sawyer, do; C Ackerly; Midway, Balcam, Halifax; R B Forward & Co; Argosie, Haines, Jacksonville; Geneva, Park, do; R P Buck & Co; Mary Jane Peck, Depuy, Richmond; Orinoco, Dodge, do; Adrian, Osborn, Norfolk; Sturges, Clearman & Co; Arctic, Wilson, Alexandria; Mary Mankin, Lateurette, Baltimore; Plymouth Rock, Lacy, Boston; S A Appleton, Nickerson, do; Mercator, Leland, do; Cam Kearny, Lovell, do; Daniel Weld, Foster, Portland; Amazon, Freeman, Wareham.

Sloops—Isis, Chase, Boston; Fashion, Blydenburg, Providence; Lady Fenwick, Wright, New Haven; Jane, Gardner, Newport.

Old Ish, ship American, Cunningham, Matanzas; Brett, Voss & Co.

Arrived.

Steamship El Dorado, Wright, Chagres, May 7, Havana 12th, with passengers, to Howland & Aspinwall. 14th inst, lat 34 40, lon 72 30, experienced a heavy gale from N W to NE, which continued 24 hours, with a heavy head sea; the ship behaved beautifully throughout the gale.

Ship Typhoon (pkt), Salter, Liverpool, April 20, with mdse and 363 passengers, to D & A Kingsland. Experienced light westerly winds during the passage; lat 44, lon 30, passed a number of icebergs. April 24, off Cork, saw packet ship Isaac Webb; 29th, lat 47 40, lon 25 30, exchanged signals with steamer Washington.

Ship Isaac Wright (pkt), Furber, Liverpool, April 16, with mdse and passengers, to C H Marshall & Co.

Ship Corinthian (Br), Rhind, Liverpool, 31 days, with mdse and 400 passengers, to J T Tapscott. 15th inst, lat 40 40, lon 69 30, spoke brig Neptune, from Boston for Trinidad de Cuba.

Ship Hendrik Hudson, Parker, New Orleans, 15 days, with mdse, to J Griswold. Off D H Shot Keys, saw ship Marmion, Freeman, from New Orleans for Liverpool; off Cape Florida, saw ship Columbus, M'Cerren, from do for do; 12th last, lat 31, lon 79 30, exchanged signals with ship Java.

Bark Blanche (Br), Jones, Liverpool, 37 days, with salt and iron, and 175 passengers, to T De Wolf.

Bark Zion's Hope (Br), Connor, Liverpool, 33 days, with mdse and 199 passengers, to M Brown.

Bark Haidee (Br), Stuart, Galway, 29 days, in ballast, with 141 passengers, to J M'Murray.

Bark Gefle (Swe), Siolin, Rio Janeiro, 59 days, with coffee, to Boorman, Johnston & Co.

Bark Maria Morton, Bulkley, Savannah, 6 days, with cotton, &c. to R M Demill & Co.

Brig Robert & George (Br), Dixon, Galway, 33 days, in ballast, with 133 passengers to master.

Brig Flora (Italian), Sigliezga, Genoa, and 46 days from Gibraltar, with mdse, to E Duthill & Co.

Brig Laurette, Bramhall, Balize, Hon, 21 days, with wood, cochineal, &c, to J Jex.

Brig Philura, Thatcher, Savannah, 6 days, with cotton, &c, to Dunham & Dimon.

Brig Louise (Fr), Leber, Boston, 4 days, in ballast, to A Seignette.

Brig Silenus, Campbell, Boston, 4 days, in ballast, to P E Braeder.

Sch Hope (Br), Westerly, Prince Edward Island, 12 days, with oats and 9 passengers, to master.

Sch Deborah, Robbins, Washington, NC, 3 days, with naval stores.

Sch Martin W Bates, Davis, Delaware, 3 days.

Sch Effort, Bridges, Newark, bound to Salem.

Sch Cornelia, Stephens, New Haven, 2 days, bound to Wilmington, NC.

Sch Levi Rowe, Wedmore, New Haven, bound to Bahamas.

Sch Cyrus Chamberlain, Bearse, Boston, 3 days.

Sch Marietta Burr, Nickerson, Boston, 3 days.

Sch Benj H Field, Bolt, Boston, 6 days, bound to Albany.

Sch Florida, Long, Boston, 4 days.

Sch Queen, Brown, Boston, 3 days.

Sch Sachem, Smith, Boston, 4 days.

Sch Egremet, Thomson, Machias, 6 days.

Sch Wm Pope, Foster, Machias, 6 days.

Sch North America, Foster, Machias, 6 days.

Sch Westport, Allen, Berry, 4 days.

Sch Globe, Small, Salem, 2 days.

Sch Pavillion, Snow, Salem, 3 days.

Sch Eliza Lawton, Robbins, Harwich, 4 days.

Sch Express, Furbush, Newburyport, 3 days.

Sch Meteor, Perry, New Bedford, 2 days.

Sch Cornelia, Young, New Bedford.

Sch Westport, Reed, Lubec, 8 days.

Sch Mount Vernon, Matthews, Bath, 5 days.

Sch Nictous, Barnes, Cherryfield, 6 days.

Sch Excel, Berry, Portland, 5 days.

Sch Bolivar, Robbins, Harrington, 6 days.

Sch George & Mary, Everett, Ellsworth, 6 days, bound to Piermont.

Sch Helene, Thorndike, Rockland, 5 days.

Sch Eben Herbert, Johnson, Rockland.

Sch Rio Grande, Hicks, Rockland.

Sch Union, Paul, Rockland.

Sch Star, Witham, Rockland.

Sch Juno, Robinson, Rockland.

Sch Bengal, Pierce, Rockland.

Sch Thomas Hix, Hall, Rockland.

Sch Gazelle, Bonnell, Rockland, 5 days.

Sch Brilliant, Cotton, Addison, Me, 6 days.

Sloop Wm H Sandford, Jones, Providence.

Sailed.

U S Mail Steamships Hermann, Crabtree, Southampton and Bremen; Alabama, Ludlow, Savannah; Southerner, Dickinson, Charleston; and others; and from quarantine ships American Congress, Williams, London; Fidelia, Furber, Liverpool; New York, Thompson, Havre.

MAY 17—Wind at sunrise, SE; meridian, SW; sunset, SW.

Telegraphic Marine Reports.

NEW ORLEANS, May 9.

Arrived—Ship Hudson, NYork; bark Yarmouth, Boston.

SAVANNAH, May 13.

Arrived—Steamer Florida, NYork.

Herald Marine Correspondence.

EDGARTOWN, May 14.

Arrived—Brig Louis Walsh, Parsons, NYork for Boston; schrs Harry Curley, Nye, Providence for Bangor; Joe Baker, Amos, Richmond for do; Mariner, Barrows, New Haven for Camden; Mary Crockett, Ingraham, and R B Pitts, Verrill, NYork for Portland; Zephyr, Simonton, do for Boston; Warrior, Ham, do for Weymouth; Vulture, Ham, N Bedford for Newburyport; John, Sleeper, Richmond for Boston; Energy, Marchant, Boston; J M Cromwell, Ferguson, Providence; Crusade, Ripley, NYork.

15th—Arr schrs Mora, Cottrell, Wilmington, NC, for Boston; Eliza Jane, Barnard, Georgesown, DC, for do.

16th—Sld bark Peru, Starbuck, of Nantucket, Pacific Ocean; brig L Walsh; schrs Harry Curley, Joe Baker, Mary Crockett, Mariner, R B Pitts, Vulture, Zephyr, Mora, and Warrior. In port schr Eliza Jane.

Miscellaneous.

STEAMER FREEMAN RAWDON was taken into the dry dock at Savannah 12th inst, to undergo repairs.

SHIP ROMENA, which was three weeks off Cape Hora, and, since her recovery, has been involved in a law suit at Baltimore, has been sold by the parties to a gentleman of this city, and will be immediately brought here for repairs. She is a staunch vessel, nearly new, and can be put in good order for a comparatively small expense.

SHIP DAMASCUS, at San Francisco from Philadelphia, experienced a severe hurricane on Oct 1, in lat 25 55 N, lon 41 10 W, in which she lost her rudder, and boats; the main topsail sheets bore portions out of the deck, leaving an opening of about four feet, placing her in imminent danger of being swamped.

BARK T J SOUTHARD, at New Bedford from San Francisco, via Valparaiso, reefed topsails but once since leaving S F, and then for two hours only.

BRIG WATER WITCH, of Salem, at Provincetown, had been moved, and would probably be afloat on Saturday. Schr Charlotte, of Yarmouth, was got off same morning, and taken to the wharf at P.

BRIG CALEB CURTIS, True, of Boston, is reported at San Francisco as having been totally lost in coming out of Umpqua river, Feb 8.

SPAN BRIG PILETA—Key West wreckers have taken out some sugar and 40,000 segars, dry, from this vessel, ashore on Florida reef. It is expected that two-thirds of the cargo will be saved.

SLOOP ORATOR, which was sunk at Warren, has been raised and taken to Newport for repairs.

A LARGE MAINMAST, with some rigging attached, apparently belonging to a herm brig or a schr, was picked up 11th inst, Highlands WNW 7 miles, by the Emeline, at Bristol, RI. It appeared to have been some time in the water.

MR CLARKE, of Maine, chief officer of steamer Sea Gull, was lost overboard in Columbia river, on the steamer's last passage to San Francisco.

Spoken.

Steamship Georgia, from NYork for Havana, was seen May 14, Cape Henry W 50 miles.

Ship Exchange, Gunderson, from NYork for SFrancisco, Jan 9, lat 46 49 S, lon 62 33 W.

Ship Joe N Cooper, from Philadelphia for San Francisco, March 22, lat 21 N, lon 123 50 W.

Ship Audubon, from NYork for SFrancisco, Jan 19, lat 43 11 S.

Ship Geo Stevens, Cushing, from NOrleans (Nov 28) for California, Feb 25, lat 57 S, lon 63 W.

Ship Juniata, of and from Baltimore for NOrleans, May 6, lat 54 15, lon 74 50.

An Am ship, showing a signal red, white and red (horizontal), was signalized May 3, lat 43 44, lon 43 45.

A NYork packet ship, showing letter W, steering E, was signalized May 14, lat 39 50, lon 71 21.

Ship Marion, of Southport, standing SE, was passed May 13, Cape Henlopen bearing N by W, 14 W, distant 99 miles; and shortly after spoke the schr Forest King, from NYork for Bermuda.

Br ship Agamemnon, from Mobile for Liverpool, April 22, lat 44 33, lon 35 30.

Bark Brighton, from Boston for SFrancisco, Feb 23, lat 33 50 S, lon 54 40 W.

Bark Culloma, Corning, from NYork (Jan 31) for Oregon City, March 10, lat 19 S, lon 35.

A bark, standing S, showing a red signal, white diamond in centre, and the letters AE in diamond, was seen May 9.

Brig Industry, Pike, from Nilaven for St Croix, was passed May 4, lat 19 58, lon 65 10.

Brig Eliza, Green, from Monteviden for NYork, April 19, lat 23 S, lon 56 30 W.

Brig Grand Turk, Chase, from Mariel for Portland, May 9, lat 37 18, lon 72.

Brig Eliza, of Portland, from NYork