THE NEW YORK HERALD.

WHOLE NO. 7165. SUNDAY MORNING, JUNE 13, 1852. PRICE TWO CENTS.

THE TURF.

UNION COURSE, L. I.—PURSE OF $50 OFFERED for all trotting horses that never won a purse, mile heats, best three in five in harness. Also a purse of $50 offered for all racing horses that never won a purse, mile heats, best three in five in harness. The above to come off on Thursday, June 17th, at 3 P. M., and to close on Monday, June 14th, at 10 P. M., at Parkhurst & Duryee's, corner East Broadway and Cather[illegible] streets.

JOHN I. SNEDIKER, Proprietor.

SALES BY AUCTION.

AUCTION NOTICE.—GEO. ERIES, HAMS BEEF TEA, Coffee, &c.—Tuesday, June 15th, at half o'clock, at 57 Dey street, corner Greenwich.—Hams, Prunes, Sugar, Tea, Coffee, Starch, Soap, Candles, rice, Segars, Tobacco, Salt, Pickles, Mustard, Figs, Almonds, Brazil and Walnuts, Brandy, Gin, Wines, Champagne, Preserved Meats, &c.

W. A. CARTER, Auctioneer.

AUCTION.—VALUABLE LOTS ON THE FIFTH and Sixth avenues, Forty-second, Forty-second, and Forty-third streets, will be sold at auction, on Wednesday, June 16th, 1852, at 12 o'clock, M., at the Merchants' Exchange, by Adrian H. Muller, Auctioneer. Sixth avenue—Lots on the northeast corner of the Sixth avenue and Forty-fifth street. Fifth avenue—One lot on the north side, seventy-five feet one inch north of Fortieth street. Thirty-fifth street—Five lots on the north side, 250 feet west of Eighth avenue. Forty-second street—Four lots on the north side, 200 feet west of Seventh avenue. Forty-third street—Eight lots on the north side, 100 feet east of the Eighth avenue. Maps can be had at the office of the auctioneer, No. 7 Wall street. Terms—On the Sixth avenue lots, 50 per cent cash, and the balance in three and six years at 7 per cent. On the Fifth avenue, Thirty-fifth, Forty-second and Forty-third street lots, 25 per cent may remain at 7 per cent.

AUCTION SALE OF FORDHAM AND MORRISANIA Property.—W. Cole, auctioneer, will sell on Monday, June 14, at 12 o'clock, A. M., at Sutton's Fordham Hotel, seventy-five valuable building lots, lying between Fordham and Morrisania villages, fronting on the railroad. Each lot 1 20 by 100 feet, and will be sold in plots to suit purchasers. This sale is worthy the attention of all who wish to purchase either for a permanent home or speculation, as the sale is to be positive and without reserve. Terms at sale. The above sale will take place in case the weather is fine; if not, it will take place on the next fine day. Mr. Wolcott, who has made the survey and found the title to be indisputable. The cars will leave passengers at the depot where the sale will take place. Maps can be had of the Auctioneer, No. 8 Ann street.

R. W. WESTCOTT, AUCTIONEER.—MORTGAGE Sale of Handsome Residence in Greenwich avenue, on Monday afternoon, June 14, at 4 o'clock, at the Merchants' Exchange, unexpiring term of three years, subject to a prior mortgage of $4,000. The house is in perfect order, and contains the following articles, viz.: Hall and Parlor Furniture, Sofa Bedsteads, Lounges, Marble top Bureaus, Pier Centre, and Sofa Tables; Dining, Card and Pembroke Tables; Brussels and Ingrain Room and Door Carpets, Bedsteads, Mattresses, Palliasses, Mahogany Sideboard, Extension and Cottage Chairs, Mahogany Wardrobe, Mahogany Washstands, Sewing Desk, Mahogany and Gilt Mirrors, Marble top Washstands and Crockery, Wardrobes, Mahogany and Rosewood Bureaus, Ivory handled Cutlery, Silver Ware, Crockery, Solar Lamps, &c. Also, at three o'clock, one-horse Spring Cart and Harness. Every lot will be positively sold without reserve, (rain or shine.)

SECOND GREAT SALE AT CLAREMONT, ON BERGEN Heights, Hudson county, New Jersey.—David Scott, Auctioneer, will sell on Tuesday, 15th inst., as public auction, on the ground, at half past four P. M. precisely, Forty Lots, 50 feet front and rear, by 125 deep. Also, Twenty five Superior Building Sites, 100 feet front and rear, by 125 deep, fronting on the Boulevard, Claremont avenue, affording views as shown upon the maps. This is a rare property, which for beauty and healthiness of location, and ready access to business, by the ferry boats, stands unrivalled. The elevated site (being 75 feet above the water) commands a magnificent view of the bay and harbor of New York, from the narrows to Fort Lee. Any person wishing to visit the premises will be taken free of charge, by either line of omnibuses starting from the Jersey city ferry, and passing this property. Terms of sale.—Ten per cent, and auctioneer's fee on the day of sale; twenty per cent fifteen days after the sale, when a warranty deed will be given, and the balance on bond and mortgage at three years, at six per cent interest, and any more buyer the amount of $1,000 or over, shall have the privilege of seven years to pay his bond and mortgage in, by paying the interest, and ten per cent of the principal annually. For maps and further particulars, inquire of E. C. BRAMHALL, or DAVID SCOTT, Auctioneer, No. 11 Montgomery street, Jersey city.

FINANCIAL.

PROPOSALS WILL BE RECEIVED FOR SUMS OF not less than $1,000 at the office of G. S. Robbins & Son, No. 52 Wall street, until Wednesday next, the 16th June, at 3 P. M., for $———— ——— 7 per cent First Mortgage Bonds of the ——— Tioga Railroad Company, (convertible, at the option of the holder, into stock,) interest payable semi annually in New York, by coupons, and the principal payable in New York in 1872. The following exhibit of the part of said company, will explain the character of the security offered:—

The Tioga Railroad Company extends north from the flat bituminous coal mines, near Blossburg, Tioga county, Pennsylvania, to the New York state line, near Lawrenceville, a distance of twenty-six miles, and at that point connects with the Corning Railroad of fourteen miles in length, terminating a continuous road terminating at the town of Corning, situate on the New York and Erie and Buffalo, Corning, and New York Railroads, and Chemung Canal. The Corning Railroad is now being relaid with heavy iron R rails, and it has been agreed that the Tioga Railroad Company so that the latter named company will operate and work the entire line of railroad between the coal mines, Blossburg and Corning. The track of the Tioga Railroad is now laid with a flat bar rail, and its original cost was about $400,000. Under authority of recent acts of the Legislature of Pennsylvania and with the concurrence of the parties interested in the bonds, stock, and claims, have been consolidated as follows:

Preferred dividends consolidated stock, 3,800 shares, at $50 ..... $190,000
Common consolidated stock, 3,800 shares at $50 ... 192,500
The Legislature has authorized the state authorities to deliver up for cancellation, stock amounting to about 50,000
The Tioga Railroad Company have made a contract with responsible parties for relaying the track upon the New York and Erie, or six feet gauge, and placing thereon very superior heavy iron R rails. The road, the entire completion of which is guaranteed on or before the 15th of August next, will, when finished, equal in the permanency of its structure, any railroad in the United States. For the purpose of meeting the expense of relaying the road and its equipment, the company have made the requisite application to the Legislature of Pennsylvania, issued seven per cent coupon bonds to the amount of $250,000, payable, principal and interest, in the city of New York, convertible into stock, and secured by a mortgage, in trust, to Theodore Dehon, Alfred S. Fraser, and Watts Sherman, Esqs., of the city of New York, which mortgage is the first and only lien upon the road, the land, the franchises, and transportation engines and cars are contracted for sufficient to transport the immense quantities of lumber, coal, and miscellaneous freight, which will pass over the roads, as well as passengers. The coal, which is of the very best quality, and bituminous, is now mined and delivered in cars at Blossburg, at about fifty cents per ton; and during the past and present year has commanded three dollars and fifty cents per ton at Corning. With such facilities of transport, the sale and consumption of this coal will be immensely increased, and it is confidently believed that the demand will only be limited by the capacity of the road. Apart from the convenience of coal, there is a very large local business from timber, lumber, shingles, coke, iron, glass and miscellaneous articles. There are now over twenty million feet of timber in and near the line of road, which will be carried to a ready and good market when the track is relaid. Many who have heretofore rafted their lumber will avail themselves of the more certain and rapid conveyance by railroad. A plank road, seventeen miles in length, and running through a section of good pine timber land, is now being constructed, and will feed materially at an important point the railroad; the business and profitable revenue of the company will thus be greatly increased. In the vicinity of Blossburg are abundant deposits of iron ore and fire clay of the best quality; fire stone and fine white sand for glass works, stone for making the best materials for millstones, whetstones, grindstones, and hearthstones for furnaces, also abundance to the same neighborhood. The valley through which the road passes is unsurpassed in the fertility of its soil, yielding abundantly superior wheat and all agricultural products common to the rich valley lands of south-western New York. The population of the county of Tioga has increased three fold since the company was chartered; the local passenger travel is consequently increasing rapidly, and with a steadily increasing through travel north and south, the passenger business must be large and profitable. The company have the most liberal and ample powers granted to them by the Legislature. Branches to mines and mills in any direction are authorized, and will be made whenever such extensions will insure a profitable return for the outlay. There are several very important extensions authorized and contemplated, which when made, will add greatly to the value of the company's property and earnings. The road is the shortest route for the New York and Erie Railroad, facilitates the uninterrupted interchange of produce at the least expense along the extended line of country bordering on that great work. The following estimate of business over the road for one year after its completion, is made after a careful consideration of the elements of revenue which surround it.

150,000 tons coal, at 62½ cents per ton ...	$93,750
3,000,000 feet of lumber at 40 cents per M ...	14,000
Passengers and miscellaneous freight ...	15,000
	122,750
Expenses, say 50 per cent ...	61,375
Estimated net earnings for the year ending Aug., 1853 ...	$61,375

From which there are to be deducted—

For interest, say 7 per cent on $350,000		$24,500
For dividend on preferred stock	$11,400	
Less amount assumed and payable by the State under her guaranty	7,500	
		3,900
		28,400
Leaving a surplus for non-preferred stockholders ...		$32,975

By reference to previous statements it will be observed that property costing when retaken and equipped $700,000 is mortgaged for $250,000, and that the estimated net earnings amount to $61,375, a sum largely exceeding the 7 per cent agreed to be paid on the bonds issued. Referring to sections 7 and 9 of the act of the Legislature of Pennsylvania passed April 6, 1850, full authority is given to issue these bonds, and create a mortgage to secure them, and a sale of them is made as valid below, as at, or above par.

JOSEPH W. RYERSS, President.

Proposals to be directed as above, and to stipulate for cash payment on the 17th of June, when the bonds will be delivered. The accrued interest, from May 1st to the 17th June, goes with the bond.

G. S. ROBBINS & SON.
DAVIS, BROOKS & CO.

JOHN McMICHAEL, 36 OLD SLIP, CORNER OF South street, has for sale drafts for any amount, which will be cashed throughout Great Britain and Ireland. Also, Issues certificates of passage by the Eagle line of New York and Liverpool packets. Refers to Messrs. John W. Whitlock & Co., Sherman & Collins, Acton Civil, Esq., &c.

REMITTANCES—PASSAGES.—DRAFTS FROM £1 and upwards, payable at sight, in any town throughout Ireland, England, Scotland, and Wales, are issued by BOWMAN, GRINNELL & CO., 83 South street, sole agents in this city for the Swallow Tail Lines of Liverpool and London packet ships.

OFFICE OF THE ACCESSORY TRANSIT COMPANY of Nicaragua, New York, June 1, 1852.—At a meeting of the Board of Directors of this company, held this day, a dividend of two dollars on each share of the stock of this company was declared, payable to the stockholders, at the office of the company, No. 51 Wall street, on the 15th inst. The transfer books will be closed from the 5th to the 15th instant, both inclusive. By order

ISAAC C. LEA, Secretary.

DIVIDEND.—CITIZENS' FIRE INSURANCE COMpany, New York, June 4, 1852.—A dividend of eight per cent has been declared, this day, payable to the stockholders, on demand, at the office, No. 67 Wall street.

J. M. McEWAN, Secretary.

$15,000 WANTED—ON FURNITURE WORTH $40,000—with the most undoubted prior offers, for one year, for which a good per centage will be Address "H. A.," at this office.

TEN DAYS LATER FROM CALIFORNIA.

ARRIVAL
OF THE
STEAMSHIP ILLINOIS,
With $1,800,000, Five Hundred and Twenty-five Passengers, and the Mails.

THE SLAUGHTER OF INDIANS.

ACCOUNTS FROM THE MINES.

OUR SAN FRANCISCO CORRESPONDENCE.

MARRIAGES AND DEATHS.

&c., &c., &c.

The steamship Illinois, Lieut. H. J. Hartstein, arrived yesterday morning with advices from San Francisco to May 18, being ten days later than previously received.

The Illinois left Aspinwall on the night of the 4th inst., making the run in seven days and five hours—the quickest ever made. She brings $1,868,161, 525 passengers, and the mails.

We are indebted to Mr. Paine, the gentlemanly purser of the Illinois, and to Messrs. Adams & Co., Gregory & Co., and Borford & Co. for late California papers.

Annexed is the

SPECIE LIST PER STEAMSHIP ILLINOIS.

Adams & Co.	$446,785	Order	$6,137
Am. Exchange Bk.	300,000	J. W. Smith & Co.	2,264
Burgoyne & Flume	150,000	De Ram & Moore	5,160
Wm. Appleton	83,500	J. Bloomingdale & Co.	5,000
Aaron Jacobs	25,000	C. P. Morrison	5,000
Collins & Co.	23,375	Brigham & Reynolds	4,862
Brown Bros. & Co.	18,408	A. H. Lissack & Co.	4,800
Drexel & Co.	17,000	Foster & Nickerson	3,785
S. F. Ford & Co.	17,657	Johnson & Lowden	4,400
John E. Lodge	15,000	W. Chapman & Co.	4,000
Daniel T. Willets	12,550	Peter Naylor	3,430
F. S. Southworth	11,805	J. Rosenthal & Bros.	3,185
T. Watson & Son	11,450	Order	3,000
Weeks, Kelly & Co.	10,200	W. G. Leonard	2,500
Newhouse & Spaltz	10,000	Order	2,024
Reed & Wade	10,000	G. H. Soule	2,000
A. Reynolds	10,000	Mandlebaum & Co.	2,000
A. Van Veichenburg	10,000	G. T. Robbins & Son	1,700
A. Friedenberg	10,000	J. Brunner	1,680
DeArts & Hensen	10,000	Louis Nugbaum	1,600
McNulty & Co.	9,000	Jones & Wise	1,000
C. W. & A. Thomas	9,000	Thomas & Maxwell	500
J. Sigleman & Co.	8,000	Williams & Potter	1,638
Order	7,788		
H. Josephi & Co.	7,650	On Freight	$1,398,161
H. H. Freeman	7,000	In hands of passengers	500,000
Chas. F. Tey	6,640		
A. W. Canfield	6,224		
Total			$1,868,161

Annexed are the names of the

PASSENGERS PER STEAMSHIP ILLINOIS.

Mr Remington and lady, Major J J Veach, J H Hall, A J Cutler, Alex Forbes, A Fitzgerald, L Bradley, W P Brown (Adams & Company), R P Mead (A K Co's Express), J Fry, Mrs Dodson, W J Sherwood, D S Talbott, L Skinner, Deremiah Youngs, G B Nichols, M Porter Shaw, Geo Deffner, Dr Bay and son, Mr Webster, Miss Webster, Mrs Lansing and child, S Thompson, A E Ferguson, W K Steele, H H Manse, Capt J D Hollenbeck, N B Grant, J T Richardson, R A Bailey, A J Hughes, J McEwen, G V Goodhue, S D Meeker, J Moore, H Moore, E L Scarsbon, T S Mulica, J T Smith, W B Brown, G W Brown, Mr Cook, S Slater, J Williams, J Darby, Chas Dickenson, G W Marsh, D M Weston, L Macumber, J A Winnes, N Warner, E T Taylor, — Foster, — Terwilliger, G Hampton, J Carlile, J A Seiffer, J Griswold, J Johnson, L L Chile, J D Shaffer, E J Rodgers, G W Rodgers, J Ackerman, M P Norton, P J Callaghan, O M Wiley, E Foster, B F Brown, J French, G Allen and two children, J F McConner, N Harrison, J Rider, W Thompson, A Montgomery, B Patterson, W M Irvin, E J Fox, Chas Lufberry, John Rox, W K Gaylord, J S Feasegrs, Isaac Frantere, — Harrod, H B Seaver, J Ely, Geo Ferrill, T Bowman and child, W Wilson, Geo Stough, H H Hickok, C Taylor, G Meyer, A Stone, D Wright, A Wood, G H Glover, Thos Hadley, C Jersey, Thos R Holt, R Porter, R B Minady, J Rumsisle, C R Dizins, F Otwell, J Adams, B Jacobs, Myers, Barrowskin, Friesenabers, Baron, Bradley, Crane, Knowlan, Thos Wilson, L D Moore, G Alison, A McVane, Thos Homsworth, W Jones, A Smith, C Bounds, J Crooks, B Rone, D Badson, J Marsh, S Aldermans, A T Morris, N C Knox, Whiteside, S Colby, G W Appegate, A Tesse, Thomas Hall, J Heath, R F Rodman, B S Simpson, P F Rodgers, G W Rodgers, C Layden, A J Hale, T Wykoff, J Dyer, J L Hewell, J F Sayer, A Haywood, G Stephens, J Terry, J Rhines, A Young, E Moore, C S Fairfield, G H Cale, C L Cogg—total cabin, 169.

Second Cabin—Charles Leigh, Charles Greib, H Hoyt, H H Potter, Ackley, Bleecker, Hopkins, J Owen, F Owen, J Standish, Burmower, W Craddock, J Shayer, K D Bennett, H H Green, J Job, J Hieronomo, W P Libby, J Doe, D Kelm, D Strickland, J Strickfield, M Kelly, G Brown, Mr Hopkins, E Leed, O O'Neil, J Seaman, E Pitt, Messrs. Dickey, Kline, Foster, R J Proctor, Mr Jenadings, C Wheeler, J Suysom, Jr, James Farley, C Boiard, H K Drake, S B Goodenough, W W Wyckoff, E Lyon, W Brown, A Weatwarth, A J Wells, B Mesetta, J B Gordon, H H Lombard, J McCoy, J M Kelly, J Gordon, D Douglass, C Nolan, J Salter, Jr, R Platt, A Waldy, C Canfield, P Fillsemer, F O Doguire, J Lagaine, J B Mulcan, C E Boynton, J Holden, Henry Waunine, J M Hickson, J Miller, W H Hay, John and Thomas Klein, Warren Bracker, Thomas Warren, John Deaton, J Crawford, David Drew, J Alfred, W McCluskey, W Jones, J Bineeley, W Hollis, A Jamison, J Smith, D D Davis, John Surcy, Kohler Vanzhall, Mr Kohler, R Fish, W J Thomarson, I Eskobs, W H Brassbaw, R J Emerson, J A Orth, J Orth, J Stepson Coster and two boys, T Powers, H H Colgrave, M King, W Baker, W Folsom, S Page, W Brickay, Thos Garnett, J B Smith, C C Elsin, J Wade, J H Rodgers, J W Stoner, Owen Tapp, H B Morris, O Headstrom, G W Morris, J Burrows, Mike Shanley, A S Clark—total in second cabin, 118.

Steerage—A Campbell, J Thompson, J Chenalls, T Bonant, G Boyer, J H Smith, S H Smith, J Mitchell, J R Cance, J Osborne, F McCarty, T de Weeks, J D Hicks, T Vandenlip, H Wood, G Smith, J O Halstead, J Wiley, J Barnes, S W Ploom, S Smith, W Caton, P Steward, G Rice, J Stower, P Devenev, A Pendleberry, T Hastings, William Smith, D C Cave, T F Rosenerans, W Watson, J Reed, M Cacan, E Watson, M Ricondean, T C Colsance, J P Gouch, H Greene, J W Taffin, J S Harris, T Lewis, S S Eldredge, E Spankler, W H May, J Bernie, wife and brother, S H Smith, Chas Brown, Wm Noyes, — Puschet, — Gardiner, J Gray, J Sprague, David Neal, — Rieland, H Gregous, — Gereion, — Bicon, J Elliott, W Ramos, T Jones, L White, L White, jr, R S Snowball, J Barnet, E Jennings, J German, J G Wheelock, P Keach, J Claughty, J Bower, C Burrell, P Sauree, J Hewett, W Tutton, J Rosk, J Dennis, G Leonard, J Kingsland, J Wright, William Wallace, A P Conover, P Kelly, — Martin, P Claxton, R J Stanly, A Griffin, F Fernard, H Hieser, J Macauley, L D Smith, J Buchanan, M Montgomery, W Kennedy, S Fisk, C Henry, Mr Ham, H F Bobs, John Smith, D S Williams, C Harrison, L Hunnnell, W Hall, J Derby, L Parkhurst, Mr Sotheney, O Oakley, Mr Goodchute, R Genshaw, S Lowman, J Curtiss, S Bodell, Geo Palmer, H Dow, C Peterson, R Wilson, N S Kellog, John Cook, L Marsh, S Birmingham, E Hawkins, C Williams, D Grant, J McBermot, J Roxill, G C Hill, N B Matts, A Cudine, R Sneddiker, F Tid, W Heartstern, W Campbell, Mr Bromley, Mr Folk, Thomas Gun, W Thompson, D Herrion, M Stodson, Platt Vail, Capt H B Morley, G B Wood, Capt C Hellow, B Williams, S Ellwood, Kirkliton, G R Auber, P Rousell, Mr Masconla, J F Jeffet, J Sikes, J J Thomas, J Thomas, J Williams, H Sayre, L West, W H Ward, A Marn, D D Jones, T J Shakely, R Turner, A M Stephens, R Turner, B Black, Mr Colbertson and wife, J Smith, Thomas Meade, J L Sandford, Jerusalem, B S Smith, M Dunn, J Peck, J Hughes, J H Gibbles, J Powers, R Thunston, M Divine, H Knight, J H Owen, G M Anckstrere, D Hide, J R Reed, S Bobbie, R H Kerrick, J B Kerrick, J Mercerday, J Houston, S Smith, Mr Vermuth, J Jackson, W Patton, J Holly, J Morton, S Saunders, W Marsh, J R Young, J Duncan, C J Headstein, Mr Black, Mr Conrad, R J Heath, J White, J Creamer, W F Morse and boy, J Walten, R Leister, M Butler, L Bedden, R McLaughlin, J S Hamilton, J McFatie, J Mayhood, G W King, S W Pope, Stanwood, Joel Steward, A Young, B O Spien, W Holman, R Lewis, D Ludley, J Johnson, Joseph Moore, W A McFee, E D McDaniel, A S Clarke, W Wilson, A Sanbourne, J Lockens, J Decay, J H Robines, J Whitehouse and son, Allen, H Sweeny—Total, 525.

The P. M. S. Co.'s steamer Oregon, Capt. Pearson, left San Francisco at 7 o'clock on the morning of the 13th ult., for Panama with the mails, a large number of passengers, and $1,603,803 62 in gold dust. The following is her specie list:—

J. B. Thomas	$11,350	Page, Bacon & Co.	$400,000
J. A. McIres & Co.	10,000	Adams & Co.	470,000
J. Seligman & Co.	8,600	Burgoyne & Co.	139,000
Wyckoff & Co.	9,900	B. Davidson	123,200
Spatz & Newhouse	10,000	D. O. Mills & Co.	10,200
P. F. Southworth	11,808	Reynolds & Co.	10,000
Hoyt, Freeman	7,000	Flint, Peabody & Co	15,000
Jos. A. Haines	10,000	Daniel Gibb & Co.	20,838
S. T. Meyer & Co.	25,000	Drexel, Sather & Church	17,600
O. K. Wade	12,530	Godefroy, Sillem & Co	18,880
Godefroy, Sillem & Co	18,880	F. Argenti & Co.	18,408
Macondry & Co.	23,560	Rhodes, Purdy & McNulty	9,600
Ferris, Holman & Co.	17,037		
Collins, Cushman & Co	21,376		
Total			$1,603,803

The steamship Oregon had arrived at Panama with 384 passengers; the steamer New Orleans with 80, and the clipper ship Reindeer with 100, making in all 564. The Illinois brought away 525 of the above.

The last steamer, the Columbia, that left San Francisco on the 3d ult., took $1,836,845 54—making the total shipment for the month thus far $3,440,649 16. The total shipment for April was $3,419,847; for March $2,549,704.

The U. S. sloop of war Vandalia, W. H. Gardner, commanding, sailed from San Francisco on the 14th ult. for New York, via Valparaiso. She has upwards of $20,000 on freight to the latter port. The following is a list of her officers:—

Wm H Gardner, Commander; Robert E Johnson, Reed Werden, Thomas H Patterson, Lieutenants; John P Bankhead, Acting Lieutenant; James C Palmer, Surgeon; John V B Boecker, Purser; Walter V Gillies, Acting Master; Jacob Read, Lieutenant Marines; Robert Carter, Assistant Surgeon; John B Stewart, Alexander H Habersham, Henry St G Hunter, Stephen B Luce, Passed Midshipmen; Charles H Cushman, Midshipman; Zachariah Whitmarsh, Boatswain; John D Brandt, Gunner; John W North, Sailmaker; Robert M Bain, Carpenter; John M Harrington, Purser's Clerk.

The steamship S S. Lewis (propeller), and Pioneer (propeller), had neither arrived at Panama up to the 3d of June, although they were overdue, and the former ship more especially, she having been over sixty days from Rio Janeiro. It is reported at Aspinwall that many persons holding tickets for her were at San Juan [illegible] many of them in a destitute state.

The steamship Pacific had arrived at San Francisco.

The steamship Columbia was at Panama, ready to take up the passengers per Illinois on her last trip. The Winfield Scott had sailed, about May 31, for San Francisco.

The New Orleans was at Panama, expecting to sail soon for San Francisco.

The Panama railroad had been extended four miles, and in two weeks more it would be extended two miles further, bringing it up to the crossing a few miles below Gorgona.

The Sierra Nevada sailed from Aspinwall June 3d for New York via Kingston. The Illinois passed her off St. Domingo on the 7th inst.

News of the Fortnight.

[From the Alta California, May 16.]

Since the sailing of the last steamer but little of importance has transpired. Our State Legislature, after a long and tedious session of exactly four months, adjourned on Tuesday the 5th inst. The early part of the session was marked with unavoidable delay, and even after the seat of government was temporarily removed to a habitable spot, the wheels of business moved very slowly, until the Saturday previous to the adjournment. Then followed three memorable days in the history of California legislation, during which short period some seventy bills, of all descriptions, were hurried through in great confusion. Whatever may be said of the quantity, the quality of some of them was most detestable. Fat offices for friends arose in a trice all over the State, at a wave of the magic legislative wand.

The Governor was given the appointment of various unnecessary flour inspectors to be posted on the coast. For the interior he was allowed to name some twenty-five or thirty friends to take the census forsooth—one to be located in each county. And, in short, a big strike was made to throw democratic officers into every section of the State, at no mean salaries, in view of the coming Presidential campaign. Among the other glorious bills which passed during the confusion, was one giving the exclusive right to Messrs. Allen & Burnham to do all the electro-magnetic business that is to be done between our five principal cities for the next fifteen years. The 500,000 acres of school lands were given away to speculators at a song. And in short we must refer our readers to other columns for particulars of the important steps of questionable policy taken by the Senate and Assembly during the last three days of the session. We must content ourselves here by saying that the number of acts passed during the winter was 170, and the number of joint resolutions 27.

The State archives will doubtless soon be removed to Vallejo, an almost entirely uninhabited hill and one of the most desolate and forbidding spots in the whole States.

The excitement in many parts of the mines, in opposition to Chinese labor among our mountains, is evidently on the increase. Mass meetings have been held at the north and south, corresponding committees appointed, and in general, steps taken to clear the entire mining region of the Celestials. Several very interesting communications have appeared in the public prints, purporting to emanate from the Chinese, showing the benefits to be derived from their great emigration to this country and the importance of the consequent trade which will spring up between California and China. But these appear to have little effect upon the miners, who seem bent upon the work of expulsion. From statistics carefully prepared, it appears that the number of Chinese who arrived here between February, 1848, and May, 1852, is 11,953. The number that have returned or died is estimated at 167, so that that class of our population may be set down in round numbers at 12,000. Of these, seven only are women. In addition to this, large numbers are expected. It is proposed in many portions of the mines to tell their claim—give them the proceeds, and tell them to leave. The Chinese are of mild character, and should the Americans push matters to the extreme, it is not anticipated that much of any bloodshed will ensue.

In relation to mining operations, the Sacramento *Union* says that advices from all parts of the mining districts are highly favorable. The miners are very generally receiving fair remuneration for their labor; and while there are fewer instances of extraordinary individual fortune, the average yield per man is evidently increasing by the application of science and well constructed machinery. Instead of the occupation being as formerly, a lottery, it is fast assuming the character of a regular business, upon which men enter with the same views of permanency and system as upon any other avocation in life. In placer or surface mines, which two years ago, with the imperfect machinery then in use, would not have yielded an income equal to the expense of living, miners are now making from four to ten dollars per day. Earth that will yield two cents per bushel, or, in mining phraseology, a cent a bucket, can be very profitably worked.

In regard to Sacramento City, the *Union* has the following:—"The city has continued for the last fortnight to present the same scene of bustle and activity which prevailed prior to the departure of the steamer of the 1st. Two or three blocks of substantial brick stores on K street have been completed and occupied, and many others either commenced or finished in various parts of the city—To all appearance from the mines constantly throng our thoroughfares, and our mercantile men have had no just cause to complain of dullness in trade."

The Vigilance Committee have deemed it proper, owing to recent developements, to hold meetings again and keep watch of such scoundrels as are among us, but as yet our city has been very quiet.

The legality of the appointment of Alex. Wells as a Justice of the Supreme Court, in the place of Judge Heydenfeldt, absent, has been tested before Justices Anderson and Murray. They were divided in opinion, and no decision having been arrived at, Judge Wells has taken his seat. The Court have adjourned until the first Monday in July next.

James Edgerton, who was on trial for the murder of Warren C. Norris, has been found guilty of manslaughter, and sentenced to four months imprisonment. James McDonald, who was on trial for the murder of James Carroll has been discharged on technical grounds.

On the 15th instant, nine of our State prisoners succeeded in effecting their escape from the county jail of this county. From intelligence received by us, we confidently anticipate that they will be recaptured ere long. Yesterday morning twelve more of the State prisoners made an unsuccessful attempt to get clear from the prison brig, where they are confined. One of them, named Williamson, was killed in the attempt.

The Common Council are taking steps to bring about the important object of lighting the streets of our city with gas.

A great cause of congratulation is that, thus far, San Francisco has been spared from the expected annual conflagrations. This has had a tendency to restore confidence in investments of capital, and has given an impetus to improvement and monetary transactions generally.

The northern part of our State has been the scene of more Indian difficulties.

Our latest date from Australia is Feb. 24th, and from the Sandwich Islands, April 24th. The only news of importance from the latter place is the assembling of the Hawaiian Parliament, which occurred on the 15th ult.

GEN. MORTHEAD'S EXPEDITION.—It is very well known that this famous general, who has figured so extensively in the lower part of the State, has been in Sacramento for several months back, collecting a company of ambitious and restless youths, for the purpose of making an excursion to the south, either to distinguish themselves, or to better their fortunes. But little definite has as yet transpired relative to his object, and it is frequently hinted that he was a very indefinite idea in the premises himself. Suffice it to say, the company, whatever their purpose may be, have purchased, provisioned and fitted up a bark, and are now on their way down the Sacramento river.—*Alta California, May 15th.*

[From the Marysville (Cal.) Express, May 13.]

During the past week there has been but little that would either excite wonder or astonishment. Our citizens have taken steps to establish a public school in Marysville; also, that they have subscribed liberally towards the erection of a church. There has been accounts of several difficulties with the Chinese, and public meetings have been held in various portions of the mines, at all of which it has been resolved that they should be required to leave their claims.

An affair of honor occurred at Washington, opposite Sacramento, between H. A. DeCourcey, Editor of the Calaveras *Chronicle* and W. H. Carter, Esq., of Sacramento, in which the former was shot through the body. He is convalescent.

Our citizens have entered with zeal into the improvement of our beautiful city.

Arrivals from the south inform us that the Yumma Indians are quiet; but it is feared they are only waiting a favorable opportunity to commit further depredations.

From the mines our news is cheering. A company in Downieville is taking out one thousand dollars per day, and seem to think it only tolerably good work. "There's a good time coming."

Circular Addressed by the California Chinamen to their Countrymen.

[From the San Francisco Herald, May 16.]

The splendid clipper ship Invincible sails this morning for Hong Kong. We understand she takes a number of circulars, addressed by the leading and most intelligent Chinamen in this State to their countrymen at home, advising them of the prejudices that have lately sprung up here against them; of the severe measures which have been adopted throughout the interior to drive them from the mines, and warning them to cease emigrating to California, as they will no longer be welcomed. As this circular emanates from men high in authority and influence among the Chinese, it is expected that it will have the desired effect, and prevent any further increase for the present of our Asiatic population. At the same time it is not improbable that, vexed by the treatment their people have received in our mines, they will make such representation that retaliatory measures will be adopted by the Chinese government against Americans residing and trading in China.

The Chinese Emigration.

[From the Alta California, May 16.]

As this subject has much engaged the public attention of late, a friend of ours (S. E. Woodworth, Esq.), has taken the pains to collect the annexed statistics of arrivals and departures of Chinese emigrants. The gentleman named was for some time acting agent and consul for the Chinese in California, and the figures which he has furnished us may therefore be relied upon as quite correct.

The first Chinese emigrants to California arrived in the brig Eagle, from Hong Kong, in the month of February, 1848—two men and one woman. But four arrived during the succeeding twelve months. On the first of February, 1849, there were but fifty four Chinamen and one Chinese woman in California. On the first of January, 1850, there were in California seven hundred and eighty-nine men and two women. During the early part of that year, about three hundred Chinamen left here for the Chincha Islands, having been engaged here by the Guano Company.

On the 1st January, 1851, there were in California 4,018 men and 7 women. On the 1st of January, 1852, there were 7,520, as follows:—

White No. males arrived to Jan. 1, 1852		8,121
" China women		8
		8,129
" Left for Chincha Islands	200	
" Died in California, to date	230	
" Of men returned to China	58	
" Of women "	2	609
" In California Jan. 1, 1852		7,520
" Arrived since Jan. 1, 1852		4,434
" In California, May 7, 1852, inclusive		11,954
" Returned since Jan. 1, 1852	17	
" Died since Jan. 1, 1852, about	150	167
Total in California May 7, 1852		11,787

Of this number 7 are women; the remaining 11,780 are men and boys.

It is impossible to keep a perfect record of the deaths of Chinamen in this country, as they are scattered throughout the whole mining region, and very little correspondence is kept on between the different parties.

There are doubtless many Chinamen in California not herein enumerated, whose numbers have never been reported at the Custom House, some of whom, however, consist of cooks, stewards, crews, &c., of vessels from China, who have deserted while lying in the port. Many, also, have returned to China, or left California for other ports, in like capacities. Such arrivals and departures have been estimated to very nearly balance each other, and as there are no means of ascertaining the number with correctness, they form no portion of the foregoing statement.

It will be quite safe to set down the total Chinese population now resident in California at 12,000, and its increase will probably be from 7,000 to 10,000 between this and the 1st January next. Under no circumstances was it ever any imperative necessity for the fuss and cry which is attempted relative to this particular class of foreigners. The French and Spanish American population both exceed the Chinese very largely at the present moment, and no one fears danger or misfortune from their excessive numbers.

Marriages and Deaths in California.

MARRIED.

In San Francisco, on the evening of the 1st May, by the Rev. Dr. Boring, Captain Charles A. Faltzinburg and Miss Jane A. Fitzgerald, all of that city.

In San Francisco, May 2, by the Rev. S. D. Simonds, in the Methodist Episcopal Church, Powell street, James Millington, to Lydia Emeline Fish, both of that city.

In Sacramento, May 4, by the Rev. O. C. Wheeler, F. C. Smith to Mrs. A. J. Fouche.

In Sacramento, on the 5th instant, by Rev. O. C. Wheeler, Samuel B. Weller and Margaret E. Lathrop, widow of Capt. A. Lathrop, U.S.A., both of Coloma.

May 12, at Sacramento, J. W. Gish, Esq. of the *Democratic State Journal*, to Mary Margaret Williams, daughter of John Williams, Esq., formerly of Kentucky.

On board the steamboat Camanche, at Marysville, on Monday morning, May 10th, at 2 o'clock, by the Rev. Wm. Simmons, Capt. J. A. Grant, to Miss Mary Louisa Robinson, of Plumas, Sutter county.

In Sacramento City, May 18th, by Rev. R. B. Stratton, Mr. John White to Miss Ann White, both of that place, late from New Orleans.

DIED.

May 6, Caroline Grayson, daughter of James and Catharine Dunne, of San Francisco, aged five years, nine months, and fifteen days.

In San Jose, April 15, Mr. Charles Auger, of Canada, aged 70 years.

Drowned, in the Middle Fork of Feather river, March 26, Coddington Wheeler, a native of Stonington, Conn., aged 27 years.

On the 11th May, Jonas, infant son of Dr. Lambert, aged four months.

In San Francisco,