Virginia Politics.

OUR NORFOLK CORRESPONDENCE.

NORFOLK, Virginia, Jan. 14, 1855.

Know Nothingism in Virginia—What they are Doing in Petersburg—One Night's Work—Their Strength in Richmond—The Whole Number in the State—The Prominent Men for the Nominations of the Party—Independent of the Whigs—No Fusion, No Favors, &c., &c.

Whoever says that Know Nothingism has not the upper hand in Virginia politics, and that Henry A. Wise is not already doomed to a most disastrous defeat, you may rest assured knows nothing of the condition of parties here. I find that all classes and every creed here are tinctured with this new native American sentiment, which has sprung up like magic to leaven old parties and change party lines. In court and out of court, in the bar room and at the dinner table, even in the parlors and drawing rooms, Know Nothingism stalks giant-like, and confident of victory. Mr. Wise may just as well as not hang up his fiddle, for he stands no more chance of being Governor of the State of Virginia, than has his main prop and staff, Frank Pierce, of being sent back again to the White House in 1856.

I will tell you what I know of Know Nothings here.

I have written before to you what I thought was the power of this party in Norfolk, Petersburg, and Richmond, and from these cities judged the complexion of the State. Further light proves to me that my previous opinions were entirely correct. On Wednesday night last Mr. Wise took the stump in Petersburg, as he said to the citizens, "to throw out his political banner for their sweet voices." Isn't this something similar to the blarneying once upon a time of a candidate for the "rich Irish brogue?" Well, it so happened that on this very night of the appearance of Mr. Wise, the Know Nothings held their meetings; and while the Accomac orator was laboring to prove the villany of Know Nothingism in one part of the city, thirty-two native born citizens were being initiated into the order in another part of the city; thirty more who were to have been initiated on the same night, were, from curiosity, listening to Mr. Wise, only postponing for a week their union with this party, and forty new names were sent in for election into the order. This was the work of the lodge in one night, in the little city of Petersburg, and on the very evening when, with a flourish of trompets, the bombastic nominee of the anti-American party was heralded into the place and led to his audience. Will Mr. Wise and his friends "put this in a pipe and smoke it?" With a popular vote of only about two thousand, including the whig and democratic, in the city of Petersburg, the Know Nothings already have grown a thousand strong there, and are still growing every week. In the city of Richmond on the 21st of December last, the Know Nothing rolls numbered twenty-three hundred and fifty names, a large majority over the aggregate vote of all the other parties combined. Here, as in other parts of the State, the lodges are nightly crowded with new comers, and at this time the Know Nothing lists of Richmond will foot up three thousand quite.

As regards their power elsewhere in the State, I can say with safety that towns and cities everywhere are keeping pace—equal pace—with Petersburg and Richmond. I have heard from some of the counties in Western Virginia, down about Rockenbach, and the report is that almost every American voter there (very few foreigners in this section) has already seen 'Sam," and all are pleased with his appearance, and with a hearty good will cultivate his acquaintance. In the latter week of December records from the entire State were sent in to headquarters, at Richmond, and the entire returns of the State were sixty-one thousand—rather a strong party, one would suppose, for the Accomac fire eater to pull against. The entire popular vote of the State, of all parties, is something, I believe, less than, or about, one hundred and thirty thousand. Now, sixty thousand against this, four months before the election, and this number nightly increasing by hundreds, gives to the Know Nothings a pretty fair prospect of success. At least, it would not be very safe to bet against them, unless one was willing to sacrifice his "pue" to rashness and political bragadocia.

The above being the strength—the real strength—of the Know Nothings in Virginia, this party is independent of all other creeds, factions or parties, whigs or dissatisfied democrats, and at present are debating the propriety of running an independent ticket on their own "hook," as in New York at the last election. The two prominent men for the nomination of the order are the Hon. A. H. H. Stewart, and the Hon. Thomas H. Bayly, present representative in Congress from Accomac. Other names are mentioned, but the above are the most bandied in the debates for the nomination of the order. It will not be known until after election who is the nominee, if this can possibly be kept a secret. In their strictness, order of proceedings in their meetings, and unanimity of feeling, the Know Nothings of Virginia set a good example to other States of the Union.

All through the State are legions of democrats who will give Wise "war to the hilt," and although not willing to unite with the Know Nothings, are ready to vote for their nominee. The Jackson men will not forgive him, and the whigs still hate him for his apostacy to their party. Wise, with the cunning of a politician, is trying to steer between these two disaffections and unite them both. With this aim in view, his speech at Petersburg, on Wednesday night last, was half whig and half democratic, internal improvements and free trade, free colleges, and no European mediation. But Mr. Wise, in this attempt to steer between wind and water, sadly fails, for his aim is too clearly seen, and the only union it secures is a union of personal contempt with political dislike. The attempt, also, of Mr. Wise to convince intelligent men that the whig and Know Nothing parties of the State are one, and the names of the two synonymous, is the next ridiculous effort, after his non-committalism to neither of the old parties. The Know Nothings of Virginia are made up nearly as much of democratic as whig quality, and so far from there being any fusion between the whigs and Know Nothings, I am pretty well convinced, now that I am bound the curtains, that the whigs will run an independent candidate if the Know Nothing nominee is, as intended, kept a secret, or if he should not be acceptable to them on party grounds. Should Judge Bayly be the native American nominee, the whigs will run a separate ticket. Should Hon. Wm. C. Rives be the nominee of the Know Nothings, the whigs will unite with them; but the question or policy of union or fusion with the whig, or any other party, does not in the least enter into the debates of the Virginia Know Nothings. They feel and act perfectly independent, because they have canvassed the State, as I have stated, and feel they have the sceptre in their own hands, and they intend to wield it without fear or favor.

From the above bird's-eye view of the condition of this new party in the State of Virginia, you can easily come to a correct conclusion upon the chances of Henry A. Wise. From Hampton Roads to the Big Bend of the Ohio—from Rockenback to the Potomac, this new political apostle has marched a conqueror. New accessions are being made to its power, new disciples are coming into the faith—and if Mr. Wise knows so many of these facts as he professed in Petersburg, he knows he stands a better chance of being made a Roman Catholic cardinal than he has of being made the next Governor of Virginia. The fiat has gone forth, and if changed at all it will be by powers beyond the influence and control of either Mr. Wise or his party. Great harm may be done to the Know Nothings in Virginia by abolitionizing the party at the North. Let all such attempts be crushed in the bud, and then North and South, East and West, native Americanism sweeps the field. I will have more to say under this head in my next. 1776.

Latest from Erie.

[From the Buffalo Commercial Advertiser, Jan. 13.]

The Bishop of the Roman Catholic Church has been vigorously active in restraining lawlessness, and so far as the people under his command are concerned they have from first to last acted like good and faithful citizens. The proclamation of the Sheriff was read and circulated by the Catholic Bishop and Priests, and their people urged to obey the laws. Not an Irishman was among the rioters. Measures are in progress to rebuild the bridges immediately at Erie, two of which were destroyed, one of six hundred feet, and the other sixty feet in length. To show the indignation of the decent citizens of Erie, we will give a scene of yesterday:—John Walker, a prominent citizen, in witnessing the outrages committed, exclaimed that he wished he "possessed omnipotence for one hour, and he would sink Erie so deep that it would be horrible to look into the pit."

The following despatch, dated Erie, Jan. 15, has been received:—

We have advices from Dunkirk that the troubles at Erie and Harbor Creek are settled, and the track relaid. Trains are now running regularly between Dunkirk and Cleveland.

A very large quantity of freight for New York, that had been detained by the break, is arriving at Dunkirk.

Interesting from Venezuela.

OUR CARACCAS CORRESPONDENCE.

CARACCAS, Dec. 16, 1854.

Social and Political Condition of the Country—Summary Executions of Revolutionists—Preparations to Receive the New President, Tadeo Monagas—His Imperial Programme—The Currency—American Affairs—Cholera Devastation.

We have no news of importance to communicate. The country is comparatively quiet. Assassinations have been carried on to an alarming extent, as authorized by the government. The laws do not make it a capital offence to be engaged in revolutions; but the principals are secretly shot on the road after being taken prisoners. The numbers cannot be ascertained; but many who were known to have been taken prisoners have not since been heard from. A major of the army, who took sides against the Monagas dynasty, was wounded, taken prisoner, and brought to the jail of Caraccas, and locked up in a cell. Soon after, a high personage went to the jail at night; the jail was opened to him; he entered the cell of the major, and ran him through with his sword. This coldblooded murder was known the following day throughout the city, but no investigation took place—no one dare accuse; and if they had, no judge would have entertained the complaint.

Great preparations are to be made to receive the new President, Jose Tadeo Monagas, with imperial dignity. The last Congress made him a General in Chief. His private dwelling is being fitted up in princely style. It is situated on Plaza San Pablo—the Provincial deputation has changed the name to Plaza Monagas. A large body of troops are to be assembled in Caraccas to receive him when he makes his public entry. He will not come to the city until Congress meets and sends a deputation to Barcelona to announce to him that he has been elected President. He will then embark on board a steamer for Laguayra, attended by the deputation, with his lords in waiting; another deputation will go to meet him at his landing; thence he will be escorted by a body of cavalry to the capitol, where the Imperial Guards will be drawn up to receive his highness. After being sworn into office, he will deliver his inaugural address.

The Ministers of government are principally engaged through agents, in buying up the depreciated paper of the government at fifteen cents on the dollar, and turning it into the treasury for its face, for which they obtain specie—and thus are accumulating every cent of the public money to their own use before the new administration comes into power, on the 20th of January, leaving all the clerks and officials without their salaries, some of which are now seven months in arrears, pretending there is no money in the treasury to pay them.

Thus the Ministers, with a salary of $3,000 a year, for two years, will retire from office with $200,000 each. Who can blame the people for making revolutions under such a state of misrule? Foreign claimants are deprived of their just rights for spoliations, and the slave owners have been robbed of their property in order to support the imperial dignity of the Monagas dynasty with troops; and the tax created for their payment all goes into the imperial coffers.

It will require the most ample instructions from the United States government to their resident Minister, to protect the rights of American citizens, and to enforce their just claims, however they may have originated, whether by violence during political commotions, spoliations, or civil contract, where the government have acted in bad faith to defraud them of their just rights. Without such instructions, and a resolute determination on the part of the Minister to act with decision and promptitude, he might as well remain in Washington. There is a field of labor before the Minister; and his known energy of character gives hope to the American citizens that he will not be found wanting when he returns to his post—but he should have plenary powers to act under every emergency without delay.

The cholera is devastating the eastern section of the country. About one-tenth of the inhabitants have fallen victims to this worse than Sebastopol plague. In the city of Cumana, where the inhabitants were reduced to 6,000 after the great earthquake, 800 have fallen victims to the terrible scourge in the short space of twenty days. The holy Virgin's image is being carried through the streets of Caraccas, in solemn procession, to divert the disease to some other quarter.

Our Tennessee Correspondence.

RUSSELLVILLE, Jefferson Co., Tenn., Jan. 8, 1855.

Hints for Unemployed Mechanics—Demand for Labor in Tennessee—List of Trades in Request—Wages, Rent, Board, Charges and Cost of Travel—Price of Real Estate—Railroads—Chance for Capitalists.

Though not a subscriber to your far famed and extensively perused paper, I am, nevertheless, through the kindness of a city friend, a frequent reader of it.

I flatter myself that philanthropy has not less to do in prompting this communication than a laudable desire to promote the growth and advancement of this, my State, with which nature has dealt so bounteously and art so niggardly; and, if it should not seem objectionable, I should like to occupy a place in the columns of the HERALD, which, peradventure, may prove as productive of good to some of your millions of readers as the reiterated accounts of such terrible slaughters as that of the bloody Inkermann.

In reading of the almost unprecedented suffering among the laboring classes of our large cities, with which the columns of the newspapers are replete, the advantage afforded by East Tennessee to laborers and others, forcibly suggests itself to my mind. Here the demand for labor is greater than the supply. In this town a few mechanics of almost every trade suited to country towns, would find cheap living and remunerative prices for labor. We need tanners, shoemakers, tailors, blacksmiths, carpenters, masons, &c. Several persons of each of the above named vocations would find ample employment.

Material is cheap, house rent, land, boarding, &c. Board may be had at from one to two dollars per week. The last figure the highest price demanded at the best houses, where oysters and salmon may not be found, but instead thereof golden butter and rich sweet milk, fresh from the spring house, good wholesome bread and meat, with such fowls and vegetables as the country abounds in.

Flour (wheat) here sells at from $2 50 to $3 per cwt.; Indian meal at 50c., usually 25c. to 33c.; pork this season at 8c.—(the price of this article and bacon is very vacillating; it is higher this year than it has been for several years)—bacon now commands 7c.—that is, last year's; potatoes 2s. to 3s.; eggs 8c. per doz., (they sometimes sell for 4c. per doz.); chickens 8c.; turkeys at from 2s. to 50c.; ducks 10c. a piece; geese 25c.; beef at from 2½c. to 3c. per pound; butter at from 6c. to 10c. (We use a shilling as the sixth part of a dollar, i. e. 16⅔c.) The prices of some of the articles above mentioned are higher this year than usual, as mentioned by way of parenthesis. Though steadily increasing in price as facilities for transportation increase, and consumption at home becomes greater, yet in consequence of the short crops last season, owing to the drought, the prices of most articles are at least 25 per cent higher than usual.

Nor is the demand for laborers confined to this town. There is scarcely a village in East Tennessee but what would, on the average, afford employment to one or two additional mechanics in each one of the trades. Houses and lots may be rented in most of our towns at comparatively the same rates as in this, (where we have several vacant) viz. at from $20 to $40 per annum. Lots with and without improvement may be purchased at from $50 to $500. The last sum would purchase a comfortable log or frame dwelling, with from one quarter of an acre to two and three acres of ground.

The Eastern Tennessee and Virginia Railroad, which is now being graded, and a depot of which will be established in this immediate vicinity, would furnish employment to several hundreds of the malcontents in New York. The greatest difficulty experienced by the contracter on the route is the procuring of hands. They give liberal wages, too, when considering the comparative cheapness of living. They pay a common shoveller one dollar per diem, and some of the hands get $1 25. One may, I suppose, live comfortably here on one fourth the sum they find necessary to subsist on in "Gotham." The cost of reaching here from New York would be to one man about $30, perhaps less. One of our merchants informed me he went to New York last year, via Cincinnati, for $28, and he took first class tickets, put up at the best houses, &c.; though, of course he could not have stopped long at any place. The quickest route, perhaps, would be via Charleston, S. C., and as cheap and safe a one via Philadelphia, Baltimore, Richmond, Va. (or Lynchburg or Winchester), Wytheville, Abington, Va., Bloountsville, Tenn., &c. From Charleston would come through Georgia, to Chattanooga, Knoxville, Tenn., &c.

Eastern Tennessee offers peculiar advantages to the capitalist—the energetic capitalist. We need mills and machinery. We have an abundance of water power, perhaps rarely equalled in the world, and the machinist is aware of the advantages this natural power possesses over steam, lightning, &c. We have inexhaustible beds of iron and other valuable ores, to which the attention of our people has but recently been called. Our schools, too, will compare favorably with any in New England, and offer advantages in a pecuniary and moral point of view for the education of children scarcely surpassed in the Northern States, and perhaps unequalled in the South or West. I would particularly refer to the schools at Rogersville, Greenville, and Jonesboro'. The picturesque scenery, healthful climate, pure water, and fertile soil of Eastern Tennessee are proverbial.

Our rivers abound with fine fish, our mountains with game; and yet are we free of the Indian, the hurtful wild beast and the reptile. These are things only known to the memories of our fathers, and handed down to us by tradition, with many a soul-stirring legend of the land of Crockett and Jackson's early life.

RAILROAD COLLISION AT BROCKPORT.—While the freight train on the Niagara Falls and Lockport Railroad was standing at Brockport, on Saturday, an emigrant train came rushing along, and ran into the hind car of the freight train, injuring three persons—one of them fatally. The engineer of the emigrant train supposed the other to be on the switch, and passing on, ran completely through the car of the freight train, making a complete wreck of it. James R. Thompson, late Collector of this port, is among the injured.—*Albany Argus, Jan. 15.*

CONVICTED OF THE MURDER OF A SLAVE.—In Wilkinson county, Mississippi, the trial of Justice Hard, indicted for the killing of one of his slaves, resulted last week in a verdict of guilty, and the prisoner was sentenced to seven years' imprisonment in the penitentiary. He was a wealthy citizen of Amite county, originally from New England, but a resident of Mississippi for twenty years.

Our Key West Correspondence.

KEY WEST, Jan. 10, 1855

The Shipwrecks and Disasters on Florida Reef in 1854.

The following is a correct list of marine disasters, including wrecks, upon the Florida Reef, and arrivals of leaky vessels at the port of Key West, together with the salvage awarded by court and by arbitration, and losses, expenses, &c., for the year ending Dec. 31, 1854—reported expressly for the NEW YORK HERALD:—

Jan. 9.—Ship Elizabeth Bruce, (586 tons, of Boston,) Theodore Brown, captain, from Liverpool, bound to Mobile; value of vessel, $18,000; value of cargo, $11,000; expenses, $798 92; salvage, $3,621 20; loss, 22,000. Lost on Carysfort Reef; the undamaged cargo re-shipped.

13.—Bark Harriet and Martha, (188 tons, of Charleston,) J. P. Furefoy, captain, from Charleston, bound to New Orleans; value of vessel, $815,000; value of cargo, $12,000; expenses, $92 80; salvage, $685 53; loss, $26,502 21. Lost at Tortugas; sails, cargo and materials saved—$1,276.

20.—Span. brig Dos Adelaidos, (175 tons, of Havana,) J. M. Lauricica, captain, from Hamburg, bound to Havana; value of vessel, $5,000; value of cargo, $42,355 86; expenses, $5,397 31; salvage, $13,829 28; loss, $25,000. Pacific Reef; repaired, and finished voyage.

25.—Br. brig Meteor, (236 tons, of St. John, N. B.,) James Allen, captain, from Cienfuegos, Cuba, bound to St. John; value of vessel, $20,000; value of cargo, $5,000; expenses, $125 43; salvage, $323 27; loss $25,000. Lost on Pickles Reef; cargo total loss. (New vessel.)

26.—Schr J. H. Flanner, (194 tons, of Wilmington, N. C.,) Aaron Von Gailden, from Baltimore, bound to New Orleans; value of vessel, $5,000; value of cargo, $50,000; expenses, $994 44; salvage, $7,085; loss, $10,000. Ashore at Tortugas; got off and proceeded on.

27.—Ship Republic, (950 tons, of New York,) Moses Sawyer, captain, from London, bound to Mobile; value of vessel, $10,000; in ballast; expenses, none; salvage, none; loss unknown. French reef; got off without assistance.

Feb. 5.—Schr. Mustang, (315 tons, of Mystic,) Winthrop Sawyer, captain, from New Orleans, bound to Philadelphia; value of vessel, $20,000; value of cargo $40,000; expenses, $1,487 37; salvage none; loss, $3,000. Lost masts and spars; refitted and proceeded.

11.—Brig Warren Brown, (142 tons, of Wells, Maine,) Richard C. Bartlett, captain, from Kingston, Ja. bound to New York; value of vessel, $4,500; value of cargo, $2,000; expenses, $502 33; loss, $600. Lost foretopmast, &c.; repaired.

14.—Schr. George Mangham, (275 tons, of Philadelphia,) Wm. Scudder, captain, from Philadelphia bound to New Orleans; value of vessel, $14,500; value of cargo, $30,000; expenses, $350; loss, $1,000. Leaking; top works repaired, and proceeded.

20.—Schr. Martha Post, (195 tons, of New York,) Wm. M. Post, captain, from Mobile, bound to Providence; value of vessel, $7,000; value of cargo, $43,000; expenses, $1,125 70; salvage, $10,650; loss, $12,000. Conch Reef; not discharged; caulked above.

28.—Bark Mopang, (197 tons, of New York,) Wm. H. Crocker, captain, from Matanzas, bound to New York; value of vessel, $4,000; value of cargo, $5,300; expenses, $2,800; loss, $2,800. Discharged and repaired; leaking.

March 1.—Ship Excelsior (444 tons, of Kennebunk,) F. J. Smith, captain, from New Orleans, bound to Philadelphia; value of vessel, $20,000; value of cargo, $49,000; expenses, $4,591; loss, $10,885. Cargo shifted; discharged and reshipped.

13.—Ship Victoria, (750 tons, of New York,) Stephen Chase, captain, from New Orleans, bound to Amsterdam; value of vessel, $20,000; value of cargo, $80,000; expenses, unknown; salvage, none; loss, unknown. Delta shoal; took no aid, and proceeded on.

19.—Schr Angeline, (110 tons, of New Orleans,) A. W. Snell, captain, from Wilmington, bound to New Orleans; value of vessel, $2,500; value of cargo, $1,500; expenses, $193; salvage, $100; loss, $300. Carysfort Reef; took assistance.

21.—Schr. Ophir, (118 tons, of Rockland,) B. H. Rooker, captain, from Kingston, Ja., bound to New York; value of vessel, $3,500; value of cargo, $12,000; expenses, $1,185 72; salvage, none; loss, $1,200. Leaking; discharged and repaired.

22.—Bark California, (299 tons, of Thomaston,) Wm. Tobey, captain, from New Orleans, bound to New York; value of vessel, $6,000; value of cargo, $39,000; expenses, $855 04; salvage, $3,418 49; loss, $5,000. Conch Reef; assisted off; temporary repairs.

April 3.—Schr Mohawk, (140 tons, of Waldoboro, Me.) J. A. Johnstone, captain, from Attakapas, bound to New York; value of vessel, $3,000; value of cargo, $9,150; expenses, $1,286 47; salvage, none; loss, $1,286. Leaking; discharged and repaired.

5.—Schr. Francena, (122 tons, of Brooklyn, Me.,) J. A. Hooper, captain, from Attakapas bound to New York; value of vessel, $3,000; value of cargo, $9,000, expenses, none; salvage, $5,802; loss, $12,500. Lost at sea, two days from Attakapas; saved by schr. Mohawk.

6.—Ship Glaucus, (534 tons, of New York,) E. G. Taylor, captain, from New Orleans, bound to Liverpool; value of vessel, $20,000; value of cargo, $47,209; expenses, $1,115 71; salvage none; loss, $3,000. Steering apparatus injured, and other damage.

5.—Schr. Pauline, (199 tons, of Cape May, N. J.,) Townsend Stites, captain, from Attakapas, bound to New York; value of vessel, $7,000; value of cargo, $15,200; expenses, $150; salvage, $75; loss, $23,000. Pickles Reef; vessel and cargo total loss.

6.—Ship Saxony, (596 tons, of Brunswick,) J. G. Chase, captain, from Boston, bound to Matanzas; value of vessel, $18,000; value of cargo $6,000, expenses, $250; salvage, $959; loss, $22,000. Lost above Cape Florida; materials saved.

10.—Brig Amesbury, (168 tons, of Gardiner,) Daniel C. Gould, Jr., captain, from Attakapas, bound to New York; value of vessel, $4,000; value of cargo, $17,944; expenses, $2,328 80; salvage, $4,657 20; loss, $6,976. Ashore at Tortugas; repaired.

23.—Schr. Fedee, (246 tons, of Rockland,) Isaac A. Porter, captain, from Havana, bound to New York; value of vessel, $6,000; value of cargo, $18,000; expenses, $1,300 salvage, $900, loss, $2,500. Ashore on American shoal; repaired.

25.—Bark Linden, (400 tons, of New York,) D. G. Clark, captain, from New York, bound to Mobile; value of vessel, $20,000; value of cargo, $40,000; expenses, none; salvage, $1,500; loss, $200. Pickles Reef; no aid; had pilotage outside.

27.—Ship Calcutta, (460 tons, of Portland,) D. C. Loring, captain, from Bristol, Eng., bound to New Orleans; value of vessel, $20,000; value of cargo, $42,000; expenses, $587 62; salvage, $1,500; loss, $3,000. Maryland shoal; received aid; no repairs.

28.—Br. bark Snow Drop, (500 tons, of Sunderland, Eng.,) C. Fleming, captain, from Havana, bound to Trieste, Austria; value of vessel, $30,000; value of cargo $56,000; expenses, none; salvage, $1,037 50; loss, $16,000. Pickles Reef; threw over 800 boxes sugar; no aid; sugar partly saved.

28.—Brig May Flower, (160 tons, of Portsmouth,) captain not known, from Cardenas, bound to Portsmouth; value of vessel, $4,000; value of cargo, $5,000; expenses, none; salvage, $100; loss, $100. Carysford; towed off by United States steamer Corwin, Lieut Craven.

May 1.—Bark Byron, (291 tons, of Providence,) J. H. Titus, captain, from New Orleans, bound to Baltimore; value of vessel, $11,000; value of cargo, $19,000; expenses, $1,018 71; salvage none allowed; loss, $1,200. Triangle Shoal, got off by assistance of wreckers.

9.—Schr. O. H., (175 tons, of Jacksonville,) C. Willey, captain, from Jacksonville, bound to Tortugas; value of vessel, $3,000; value of cargo, $2,000; expenses, none; salvage, none, loss, $500. Ceraes Creek; threw over deck load.

10.—Brig Stirling, (144 tons, of Boston,) J. W. Dickey, captain, from Matanzas, bound to Montreal; value of vessel, $4,000; value of cargo, $8,136; expenses, none; salvage, $241 97; loss, $12,000. Conch Reef; total loss.

17.—Ship Sea Lion, (562 tons, of Bath, Me.,) E. H. Wall, captain, from Matanzas, bound to Cowes and a market; value of vessel, $15,500; value of cargo, $40,000; expenses, $2,263 19; salvage $8,960 95; loss, $12,500. Delta Shoal; vessel repaired in Boston.

30.—Ship Germanica, (1,100 tons, of Thomaston,)——, captain, from Liverpool, bound to New Orleans; value of vessel, $80,000; value of cargo, none; expenses, none; salvage, none; loss, unknown. Tortugas; ashore 24th; took no aid.

June 22.—Ship Cleopatra, (194 tons, of New York,) S. P. McFarland, captain, from Attakapas, bound to Richmond; value of vessel, $8,000; value of cargo, $21,000; expenses, $4,152 28; salvage, none; loss, $5,000. Leaking; discharged and repaired.

26.—Brig Warcissa, (164 tons, of New York,) E. F. Howes, captain, from New York, bound to St. Marks; value of vessel, $6,000; value of cargo, $6,000; expenses, $558; salvage, $1,000; loss, $1,600. Long Key; assisted by wreckers; repaired.

August 4.—Schr. Nicola, (160 tons, of New York,) Capt. Desulles, from Teche, La., bound to New York; value of vessel, $4,000; value of cargo $15,000; expenses, $2,116; salvage, none; loss, $2,200. Leaking; discharged and repaired.

12.—Ship Edwin Fly, (1,297, of Boston,) Capt. Hitchcock, from New Orleans, bound to Liverpool, value of vessel, $20,000; value of cargo, $100,000; expenses, $445 36; salvage none; loss, $500. Loss of captain and part of crew by yellow fever.

24.—Ship Indiana, (500 tons, of New York,) Capt. Coffin, from New York, bound to New Orleans; value of vessel, $25,000; value of cargo, $35,000; expenses, $334; salvage, none; loss, $600. Crew mutinous; discharged old and reshipped new crew.

29.—Ship Nemarapore, (499 tons, of Boston,) Capt. Read, from New Orleans, bound to Havre; value of vessel, $30,000; value of cargo, 50,000; expenses, $447 87; salvage, none; loss, $1,000. Yellow fever.

September 20.—Schr Athalia, (236 tons, of New York,) C. O. Welton, captain, from New York, bound to Apalachicola; value of vessel, $10,000; value of cargo, $70,000; expenses, $1,500; salvage, $12,000; loss, $50,000. Western Dry Rocks; vessel bilged.

21.—Brig L. W. Maxwell, (160 tons, of New York,) H. Burt, from Santa Cruz, bound to New York; value of vessel $4,000; value of cargo, $6,500; expenses, $1,981 72; salvage, $31,550; loss, $3,000. Eastern Dry Rock; cargo saved; vessel lost.

27.—Schr. J. B. Bleecker, (180 tons, of New York,) C. L. Hudson, captain, from Laguna, bound to New York; value of vessel, $6,000; value of cargo, $2,000; expenses, $1,645; salvage, none; loss, $2,000. Leaking; discharged and repaired.

October—Brig Detroit, (197 tons, of St. George, Me.,) Hiram Robinson, captain, from Neuvitas, bound to New York; value of vessel, $6,000; value of cargo, $18,000; expenses, $4,014; salvage, none; loss, $5,000. Dismasted; repaired and proceeded.

19.—Schr. Jenny Lind, (100 tons, of New Orleans,) Peter Seagrew, captain, from New Orleans, bound to Key West; value of vessel, $5,000; value of cargo, $10,000; expenses, $1,880; salvage, none; loss, $2,000. Leaking; repaired; damaged cargo sold.

21.—Ship Lady Arabella, (300 tons, of New York,) B. Rowe, captain, from Mobile, bound to Marseilles; value of vessel, $15,000; value of cargo, $10,000; expenses, $883 40; salvage, none; loss, $2,500. Leaking; temporary repairs, and put into Norfolk.

23.—Steamer Isabel, (1,115 tons, of Charleston,) Richard Little, captain, from Charleston, bound to Key West; value of vessel, $100,000; value of cargo, $500; expenses, $1,287 70; salvage, none; loss, $15,000. Broken shaft; repaired in Charleston.

24.—Schr. Wolcott, (72 tons, of Mobile,) W. C. F. Thompson, captain, from Mobile, bound to New York; value of vessel, $3,000; value of cargo, $5,000; expenses, $106; salvage, none; loss, 106. Leaking under the counter; repaired.

25.—Ship Iconium, (549 tons, of Plymouth,) R. S. Turner, captain, from New York, bound to New Orleans; value of vessel, $19,000; value of cargo, none; expenses, $267; salvage, $4,334 33; loss, $6,000. Loo Key; taken off by wreckers; proceeded.

30.—Schr. Jane, (108 tons, of New York,) J. R. Fisher, captain, from Attakapas, bound to New York; value of vessel, $3,000; value of cargo, $5,360; expenses, $771; salvage, none; loss, $1,000. Leaking; loss of sails, &c.; repaired.

31.—Brig Grand Turk, (164 tons, of Providence,) Wm. Aldrich, captain, from Havana, bound to Providence; value of vessel, $3,000; value of cargo, $5,000; expenses, $992; salvage, none; loss, $1,000. Leaking; discharged, repaired, and reshipped cargo.

—Br. bark Manilla, (500 tons, of London,) captain unknown, from Belize, bound to New Orleans; value of vessel, $5,000; value of cargo, $5,000; expenses, none; salvage, $400; loss, $10,000. Burned on the Quicksands.

December 5.—Ship H. M. Hayes, (1,400 tons, of Boston,) A. B. Day, captain, from New Orleans, bound to Liverpool; value of vessel, $70,000; value of cargo, $175,000; expenses, $6,000; salvage, none; loss, $6,000. Leaking; did not discharge; caulked above.

10.—Schr. W. A. Spofford, (172 tons, of New York,) Capt. Gamwell, from New York, bound to Bayport, value of vessel, $6,000; value of cargo, $1,000; expenses, $197; salvage, none; loss, $200. Split sails and injured bowsprit.

10.—Schr Hudson, (160 tons, of Boston,) Capt. Wrenner, from Boston, bound to Mobile; value of vessel, $3,500; value of cargo, none; expenses, $136 99; salvage, none; loss, $150. Bound to Jacksonville from Boston; blown off, and lost sails.

11.—Schr. John T. Fardes, (123 tons, of Baltimore,) Wm. Gourlay, captain, from Attakapas, bound to Baltimore; value of vessel, $6,500; value of cargo, $12,000; expenses, $1,972 31; salvage, none; loss, $2,000. Leaking; discharged and repaired.

13.—Brig Warcissa, (164 tons, of New York,) R. T. Whiters, captain, from New York, bound to St. Marks; value of vessel, $5,000; value of cargo, $50,000; expenses, $1,002; salvage, none; loss, $1,000. Lost sails and anchors on Bahama Banks the 10th.

16.—Brig Lucy H. Chase, (189 tons, of Newburyport,) B. H. Bixby, captain, from New York, bound for Mobile; value of vessel, $6,000; value of cargo, $50,000; expenses, $2,500; salvage, $350; loss, $3,000. Dismasted south of Tortugas on the 14th; repaired.

20.—Steamer Jasper, (500 tons, of New Orleans,) Fred. Truca, captain, from St. Marks, bound to Key West; value of vessel, $15,000; value of cargo, $3,000; expenses, $150; salvage, none; loss, $1,200. Ashore near Northwest Pass; lightened cargo.

20.—Brig Daniel Mobony, (247 tons, of Philadelphia,) Henry Wildin, captain, from Philadelphia, bound to New Orleans; value of vessel, $13,000; value of cargo, $2,000; expenses, $2,000; salvage, $3,000; loss, $5,000. Ashore near Carysford Reef; received assistance.

20.—Schr. Tempter, (218 tons, of New York,) R. B. Appleman, captain, from Attakapas, bound to Richmond; value of vessel, $18,000; value of cargo, $18,000; expenses, $2,100; salvage, none; loss, $2,000. Leaking; discharged and repaired.

23.—Brig Robert M. Charlton, (130 tons, of Savannah,) Capt. Gardner, from Savannah, bound to Havana; value of vessel, $4,000; value of cargo, $5,000, expenses, $407 11; salvage, $1,500; loss, $2,000. Ashore near Carysford; received assistance.

25.—Schr Bewditch, (70 tons, of Coast Survey,) Capt. Fairall, from Baltimore, bound to Key West; value of vessel $4,000; value of cargo, none; expenses, $100; salvage, none; loss, $100. Loss of small sails, binnacle, &c.

26.—Schr. Agassiz, (75 tons, of Coast Survey,) Capt. McGinnis, from Baltimore, bound to Key West, value of vessel, $4,000; value of cargo, none; expenses, $500; salvage, none; loss, $500. Ashore north side of Cuba, near Salt Key; repaired.

—Brig Avon, (200 tons, of New Orleans,) Capt. A. W. Gaw, from New Orleans, bound to Marseilles; value of vessel, $5,000; value of cargo, $6,000; expenses, none, salvage none; loss, ——. Dismasted 75 miles north of Cape Florida.

24.—Ship Belle Wood, (1,600 tons, of Mystic,) Capt. Tucker, from Mystic, Conn., bound to Mobile; value of vessel, $150,000; value of cargo, none; expenses, none; salvage, $6,500; loss, $8,000. Tortugas; got off by the wreckers.

31.—Schr. J. A. Bayard, (190 tons, of Providence,) David Lawrence, captain, from Provicence, R. I., bound to Norfolk, Va.; value of vessel, $9,000; value of cargo, $400; expenses, $1,000; loss, $1,000. Driven off the coast; lost sails; leaking.

Total tons	22,513
Total value of vessels	$974,000 00
Total value of cargo	1,268,454 86
Total expenses	72,724 55
Total salvage	89,472 87
Total loss	402,705 21
Value of vessels wrecked	435,000 00
Value of cargoes wrecked	333,794 00
Value of property subject to salvage	768,794 00
Value of property not subject to salvage	1,473,660 00
Value of property endangered by the reef and by accidents at sea	1,242,454 00
Value of vessels arriving in distress, leaking, dismasted, &c	539,000 00
Value of cargoes on board these vessels	934,660 00
Amount of property totally lost	230,000 00
Probable loss to Underwriters from all accidents reported here	450,000 00
Probable loss to Underwriters from dangers of the reef	305,000 00
Expended at Key West for wharfage, storage, labor, &c	75,000 00
Salvage paid the wreckers, 300 in number	36,000 00
Average share of each man	120 00
Total salvage awarded crews and owners of vessels	72,000 00
Number of vessels assisted by the Florida wreckers, and saved	15
Number of vessels totally lost on the reefs	10
Number of vessels ashore, and gotafloat without aid	7
Total number ashore during the year	32
Number of arrivals in distress	33
Total number of accidents	65
Steamships, American	2
Ships, American	16
Barks, American, 5; British, 2	7
Brigs, American, 14; Spanish, 1; British, 1	16
Schooners, American	24
Number of wrecking vessels	22
Tonnage of same	2,000
Number of crew	300
Ratio of salvage to property saved	12 to 100
Ratio of loss to property insured	18 to 100

It will be seen that the number of accidents steadily increases, and that the value of property endangered is greater than in any previous year. The number that have been ashore is not so great, yet the total losses are larger than in '53, and the amount of property lost exceeds that of any year since 1846. The value of property brought before the Admiralty Court for adjudication is close upon a million, yet the Judge has considered that the actual services rendered by the salvors were well compensated by an average award of twelve per cent. The repairs upon vessels injured by the reefs, and upon those arriving in distress, have been far from extensive. Nearly all repairs have been temporary, and in some instances less was done through fear of excess than the future safety and the actual wants of the vessel demanded. We cannot let this opportunity escape of protesting against the policy of those in power of sending leaky ships to sea, exposing valuable lives and property, when the adoption of a more thorough system of repairs would lessen the chances of suffering and of loss. The dangers of the deep are frequent enough to sound, well conditioned, vessels without being multiplied by the false method of economy in sending those in distress a thousand miles for repairs. The system will not be abandoned until some heartrending accident occurs, and directs public attention to such wanton risks, and forces underwriters to value lives more than dollars.

The arrivals of merchant steamers and sailing vessels have been numerous. From foreign ports 26,479 tons have entered at the Custom House, and coastwise 47,688 tons have been entered. Total, 74,117. The clearances were—Foreign, 12,414; coastwise, 39,119.

At the Marine Hospital, the number of patients admitted, was 172. The deaths in the first quarter, were 2; second, 9; third, 13; and during the last, 1. Total 25. Remaining in the hospital Dec. 31, 10. Discharged, 137.

The inhabitants of the Key have realized from the wrecking business, during the past year, in salvage $89,000
Labor, wharfage, storage, commission, &c 72,000

Total $161,000

The productions of the island have been as follows:—

70,000 bushels salt, avera