THE NEW YORK HERALD.

WHOLE NO. 6725. MORNING EDITION—WEDNESDAY, JANUARY 24, 1855. PRICE TWO CENTS.

ADVERTISEMENTS RENEWED EVERY DAY

FINANCIAL.

$500.000.—MONEY TO LOAN ON DIAmonds, watches, jewelry, segars, pianofortes, merchandise, and personal property generally, or bought for cash. Notes, stocks, bonds and mortgages, &c., negotiated. Business confidential, and executed promptly, at No. 78 Nassau street, first floor, back office. A first rate restaurant in this city for sale.

$150.000 TO LOAN ON DIAMONDS, WATCHes, jewelry, &c, or bought for cash. Good city stocks, notes, bonds and mortgages, bills of exchange, &c., negotiated. Business confidential, and promptly executed, at 102 Nassau street, room No. 2. THOMPSON & CO., brokers and commission merchants.

$60.000 TO LOAN ON DIAMONDS, WATCHES, jewelry, &c., or bought for cash. Notes, stocks, bonds and mortgages negotiated; real state bought, sold and exchanged. All business strictly confidential. CHEESEMAN, BRAISTED & CO., Brokers, 5 John street, corner of Nassau.

$50.000—TO LOAN ON DIAMONDS, WATches, jewelry, segars, and merchandise generally, or bought out. Bonds and mortgages bought and sold. Money constantly on hand at 146 William street, near Fulton, up stairs. FORBUSH & CO., loan and commission brokers.

$25.000 TO LOAN ON DIAMONDS, WATCHes, gold and silver plate, pianos, segars, merchandise, &c., &c., or bought for cash. Terms confidential and safe, by applying at 237 Grand street, corner of Bowery, room on second floor.
N. B. WOOLLEY.

$20.000.—MONEY TO LOAN, ON DIAmonds, watches, jewelry, plate, dry goods, segars, or merchandize of every description; business confidential; 212 Broadway, and 153 Fulton street, room 11, third story. STERLING & CO.

$5.000 WANTED—WITH A BUSINESS MAN; real estate security and liberal salary; privilege of one-quarter interest end of the year; $30,000 invested in manufacturing and mercantile in city. Apply personally at 38 Canal street, from 3 to 4, if prepared for immediate arrangements. Business will bear examination.

$3.000 WANTED, ON A FIRST BOND AND mortgage, secured on a house and lot worth double the amount, in this city, near the Crystal Palace. Interest paid in advance if desired. Principals only need apply at 29 Ferry street, in back office.

$400.—WANTED—A YOUNG MAN WITH $300 or $400, as partner in the printing business. Inquire at 183 William street, second story, front room.

$300.—WANTED, A GENTLEMAN WHO WOULD advance that sum to oblige a lady; can give security on property insured for $4,500, or, if more agreeable, a suit of rooms in a quiet, genteel house down town. Any party having the above amount to loan, will please address, post paid, Miss Ellen, Post Office.

$100 TO LOAN.—A YOUNG MAN THAT HAS a good knowledge of the mercantile business, wishes a situation, and would loan his employer the above, or would go into some safe business with another. Address N. M. Herald office.

ANY AMOUNT TO LOAN, OR WILL BUY AT SIGHT for cash, merchandise, jewelry, diamonds, plate, property, or security of any description, in sums from $10 to $10,000, at the old established, permanent and responsible Pacific Agency and Loan office, over Pacific Bank, corner of Broadway and Grand street. Business confidential and safe.

CASH LIBERALLY ADVANCED ON HOUSEHOLD furniture, watches, diamonds, silver ware, nautical instruments, mechanics' tools, &c., or bought out for cash, and the highest price paid, at No. 26 Catherine street, by McCAFFREY & WALTERS.

CASH ADVANCED AND LOANED TO ANY AMOUNT—On diamonds, watches, jewelry, plate, valuable and personal property, or bought for the highest cash prices. R. WOOD, 69 Fulton street, second floor, front room, from 9 A. M. to 4 P. M.

GALENA AND CHICAGO UNION RAILROAD CO.—Transfer Agency.—The transfer books of the Galena and Chicago Union Railroad Company having been placed in the American Exchange Bank on Wednesday, the 24th inst., will remain open during the remainder of the week when they will be closed until the 2d day of February next. (Signed) W. M. LARRABEE, Secretary.

IRVING SAVINGS INSTITUTION, 96 WARREN STREET, one door from Greenwich.—Open daily from 10 A. M. to 1 P. M., and 4 to 7 P. M. Interest at the rate of 6 per cent allowed on all sums from $1 to $500. The funds of this institution are securely invested in bonds and mortgages in the city of New York, worth double the amount loaned, and in bonds in this city.
CALEB S. WOODHULL, President.
W. M. PULLIS, M. D. VAN PELT, } Vice Presidents.
VANDERBILT L. BUXTON, Secretary.

LEATHER MANUFACTURERS' BANK—NEW YORK January 23, 1855.—A dividend of five (5) per cent on the capital stock will be paid to the stockholders on and after Thursday, the first day of February. The transfer books will be closed until that day. By order of the Board of Directors, T. R. ACLY, Cashier.

MONEY TO LOAN—AT THE EMPIRE LOAN AND Agency Office, (removed from 128 Nassau street,) on wines and spirits in bond, diamonds, pearls, watches, furniture, dry goods, pianofortes, and every description of personal property, or purchased for cash, upon liberal terms by CASEY & CONLEY, 321 Broadway, adjoining the City Hospital.

MONEY.—CASH LIBERALLY ADVANCED ON watches, jewelry, dry goods, clothing, pianofortes, furniture, or any other property at the Agency and Loan Office, 304 Broadway, corner of Duane street, second floor, room No. 9. The strictest confidence and honor may be relied upon. Branch office, 84 West Sixteenth street. McLOUGHLIN & O'NEILL.

NORTH CAROLINA SIX PER CENTS STATE STOCK.—TREASURY DEPARTMENT, RALEIGH, N. C., Dec. 25, 1854.—Sealed proposals will be received at this office until 10 o'clock A. M., of the 31st January next, for the purchase of three hundred and seventy thousand dollars in bonds, running thirty years. These bonds are issued by the State of North Carolina; and in addition to the faith of the State, all the stock had by the State in said road, and the dividends arising from said stock, are pledged for their redemption.

Proposals will also be received at the same time for the purchase of eighty thousand dollars in bonds, running ten years, issued by the same authority, for the construction of the Weldon and Gaston Railroad, and the improvement of the navigation of the Neuse and Tar rivers.

Both classes of bonds are, by express enactment, exempted from taxation for any purpose.

They will bear date the 1st of January, 1855, and will have coupons attached for the interest at six per cent per annum, payable the first days of January and July, in each year. Both interest and principal will be payable at the Bank of the Republic in the city of New York, unless where the purchaser prefers to have them payable at the treasury of North Carolina.

They will be issued in sums of one thousand dollars each.

Parties bidding will please address their letters, endorsed "Proposals for North Carolina Stocks"—to the undersigned at Raleigh, N. C., and will distinguish in their bids the particular class of bonds for which they bid. They will also state at what point and what kind of funds they propose to pay.

The bids will be opened at 10 o'clock A. M., of the 31st January next, in the presence of the Governor, the Secretary and Comptroller of State, and of G. W. Mordecai, President of the Bank of the State of North Carolina.

The undersigned reserves the right of accepting such bids in whole or in part as may be deemed most advantageous to the State.

Successful bidders will be required, as soon as informed of the acceptance of their bids, to deposit in bank the amount of their bids, with the accrued interest from the first of January, 1855, to the credit of the Treasurer of the State of North Carolina. This deposit may be made in the Bank of the Republic, New York; the Bank of the State of North Carolina, or the Bank of Cape Fear, Raleigh.

Documents showing the great resources of the State and the small amount of her indebtedness may be had at this office, or on application to Messrs. BROWN and DE ROSSETT, city of New York.

Dec. 29, 1854. D. W. COURTS, Pub. Treas. of N. C.

WITHERS & PETERSON, BANKERS, STOCK AND exchange brokers, 41 and 43 South Third street, Philadelphia.—Stock and Corporation loans bought and sold on commission; promissory notes and drafts negotiated collections made upon all accessible points in the country; drafts on other cities, in sums to suit purchasers.

THE FIREMEN.

FIRE DEPARTMENT.—NOTICE IS HEREBY GIVEN, pursuant to the statutes of the State of New York, in such case made and provided, that an application will be made to the Legislature, at its present session, for the passage of a law to increase the fund of the Fire Department in and of the city of New York, to one hundred and fifty thousand dollars.
JOHN S. GILES, Treasurer.
New York, Jan. 19, 1855.

NAIAD HOSE CO 53.—THE MEMBERS AND HOnorary members of this company are requested to meet at the carriage house this day, at 12 o'clock M., to attend the funeral of Paoli Young. By order of
WM. THOMPSON, Foreman.
R. W. HEDDEN, Secretary.

EXTRA PAY.

U. S. NAVY SAILORS AND OTHERS.—EXTRA PAY promptly paid, bounty land warrants obtained, bought and sold, pensions procured, balances due heirs of deceased U. S. seamen collected, and all kinds of claims against the U. S. recovered by
EDWARD BISSELL,
Agent and late Purser U. S. Navy, 67 Wall street.

AFFAIRS IN WASHINGTON.

THIRTY-THIRD CONGRESS.
SECOND SESSION.

Senate.

WASHINGTON, Jan. 23, 1855.

THE OBSTRUCTIONS AT HELL GATE, ETC.

Mr. SEWARD, (free soil) of N.Y., presented a petition from Messrs. Husted & Krochl, sub-marine engineers, proposing for a per centage of duties to remove the rocks in Hell Gate. Referred to Committee on Commerce.

Mr. JAMES, (dem.) of R.I., called up a bill relative to patents, and made it a special order for next Saturday.

Mr. SEWARD, from the Committee on Pensions, reported adversely to the petition of R. Williams. Passed.

EMIGRANT PAUPERS AND CONVICTS.

Mr. COOPER, (whig) of Pa., offered a resolution that the President be requested to cause the Secretary of State and Secretary of Treasury to communicate to the Senate from their departments all information relative to the transportation of convicts and paupers into the United States from foreign countries, and what agency their governments have had in sending them here. Also, how many volunteer emigrants have arrived within two years past.

Resolved, That the Committee on the Judiciary be instructed to inquire what, if any, legislation is required to prevent foreign governments from transporting convicts and paupers into the United States, and also whether any and what legislation is necessary to prevent voluntary emigration hither of either of the above classes.

THE BOUNTY LAND BILL

was taken up.

Mr. WELLER, (dem.,) of Cal., proposed making twenty per cent increase for invalid pensioners. Rejected.

Mr. CLAYTON, (whig,) of Del., moved to exclude a deserter from the benefits of the bill. Agreed to.

Messrs. DAWSON, (whig.) of Ga., and STUART, (dem.,) of Mich., occupied about half an hour of time in charging each other with inconsistencies in reference to this and other kindred measures last session.

Mr. SEWARD—The question is upon the adoption of the substitute of the Senator from Pennsylvania. That is objectionable, because the principle of the bill and the object to be attained are antagonistical. Volunteers are generally moved by patriotism, and are generally more meritorious than soldiers of the line. They leave their occupations for the emergency, at a great sacrifice. Such were the Plattsburg volunteers, from the States of Vermont and New York, in the war of 1812, for they left their occupations and devotedly gave themselves up to the service of their country. Now, to discriminate against such as these is to discourage the militia, the most important institution of free countries. We must always have a small standing army, but at an expense of republican principles and risk to republican institutions.

Mr. STUART said—The donation is too large in amount. If we pay at all, we should pay what we owe, and not reduce our debt by an unjust discrimination.

Mr. Brodhead's substitute was then adopted, and Mr. Weller's amendment revived and agreed to.

Mr. BUTLER, (dem.) of S. C., offered an amendment to place the widows of the Revolutionary soldiers on an equal footing with the Indians, and offered an amendment to that effect, but Mr. Brodhead dissented.

Mr. HUNTER, (dem.) of Va., said he was instructed by his State to vote for the Revolutionary relicts, but he was afraid of overloading the bill.

Mr. BUTLER said this was merely a proposition to put the widows of the soldiers of the War of the Revolution on an equality with the widows of the soldiers of the war of 1812. Adopted almost unanimously.

Mr. FOOT, (whig) of Vt., advocated the claims of the Plattsburg volunteers, and an amendment incorporating them was agreed to.

Mr. FESSENDEN, (whig) of Me., tried to incorporate the Aroostook soldiers; but

Mr. STUART said if this were done, the soldiers of the Patriot, Wolverine and Mormon wars would apply.

Mr. FESSENDEN replied, advocating his amendment.

Mr. WELLER opposed it.

Mr. DODGE, (dem.) of Iowa, hoped Senators would not try to extend the provisions of the bill further.

Mr. Fessenden's amendment was then rejected.

Mr. BADGER, (whig) of N. C., advocated an amendment to bring in all the volunteers of all the wars of the United States.

Mr. BUTLER moved to give one hundred and sixty acres to the widow of each Revolutionary soldier. Adopted. Adjourned.

House of Representatives.

WASHINGTON, Jan. 23, 1855.

CONSOLIDATING CERTAIN LAWS, ETC.

Mr. FULLER, (dem.) of Me., introduced a bill amending and consolidating the navigation, revenue and collection laws. Referred to the Committee on Commerce.

Monday, Tuesday and Wednesday of next week were set apart for the consideration of Territorial business.

On motion of Mr. CUTTING, the Senate bill granting a register to the bark Collins, under the name of "Lilly of New York," was passed.

NAVY YARD AT BRUNSWICK, GA.

Mr. SEWARD, (dem.) of Ga., was allowed, by unanimous consent, to make a few remarks. He referred to the petition presented by him asking for the establishment of a navy yard at Brunswick, Georgia. This subject was sent to the Committee on Naval Affairs, and nothing has been heard of it since. He wished to know whether the standing committees have the right, exclusively, to control the business of the House and make their rooms the graves of all measures referred to them. At the last session three millions of dollars were appropriated for building six first class frigates. The relations of this country towards Cuba seemed to require this provision, and the President sent in a message on the subject which was referred to the Committee on Foreign Affairs, where it now sleeps, notwithstanding the chairman of that committee, Mr. Bayly, said it excited his admiration. He wanted the country to know that the committees manage business more than the House; two-thirds of it is manufactured by the departments, and the House required to endorse it. He made no charges of corruption, but the tendency is evil. Standing committees are not judges of what the country wants; they should either report favorably or unfavorably on the matters submitted to them, and let the House take definite action.

THE PACIFIC RAILROAD BILL.

The House voted, on a motion made yesterday, to reconsider the vote by which the Pacific Railroad bill was referred to a select committee and to lay that motion on the table. Decided in the affirmative by a majority of one.

THE FRENCH SPOLIATION BILL.

The House went into Committee of the Whole on the State of the Union on the French Spoliation bill.

Mr. BAYLY, (dem.) of Va., said—This subject has been reported on for half a century, almost always favorably. It has passed both houses frequently, but not at the same session. He intended to move for a substitute for the House bill, that of the Senate, providing for the direct appropriation of $5,000,000 from the treasury, and the appointment of a solicitor on the part of the government to appear before the board, to see that justice was done. This subject was one, in respect to which the best intellects of the country have been exhausted—Marshall, Giles, Livingston and Webster; he would not include the gentleman from Missouri, Mr. Benton, who was present. He would not class him with the dead. (Laughter.) This bill is unusually well guarded—the mere presentation of a claim to the board releasing the government from every obligation except the payment of the amount awarded.

Mr. ORR, (dem.) of S. C., inquired what is the probable aggregate amount growing out of spoliations?

Mr. BAYLY—That is to be ascertained by the Board. The five millions are to satisfy all claims.

Mr. HIBBARD, (dem.) of N. H.—It has been estimated that the claims are between thirty and forty millions of dollars, without interest.

Mr. BAYLY—I don't believe any such thing. I believe five millions will satisfy all claims. If not, the amount is to be divided *pro rata*.

Mr. HIBBARD—Well, we will not commit ourselves to thirty or forty millions?

Mr. BAYLY—The claimants are willing to take the five millions in full discharge.

Mr. CUTTING, (dem.) of N. Y.—I have been requested to state by my friend from Massachusetts, (Mr. Appleton,) that, according to the best information and estimates, the total amount of claims is between ten and twelve millions of dollars, without interest.

Mr. ORR contended if there were any obligation on the part of the government to pay any of the demands, it is under the obligation to pay all. This bill was but entering a wedge. The proposed restriction in the bill would not operate as such. When this five millions are expended, other bills will be passed until thirty or fifty millions of dollars shall be drawn from the treasury. He was opposed to the bill altogether.

Mr. CLINGMAN (dem.) of N. C., briefly called attention to the circumstance under which the government became liable for the payment of spoliations.

Mr. CHANDLER (whig) of Pa., was reminded of an anecdote. Two men went to settle with their landlady. One reduced his bill fifty per cent on the ground of overcharges; the other said his bill was not half enough, and so the good woman footed it up accordingly, but without settling the man ran away. (Laughter.) This was the worst kind of pay. Gentlemen are now out to make out a larger claim of forty or fifty millions, but will not pay the smaller one of five millions.

Mr. HIBBARD—I only stated the estimate. My own opinion is there is nothing due.

Mr. CHANDLER—The gentleman admits he is in the category of the last person I referred to, and will not pay anything. (Laughter.) Within the past year, this government, finding itself unable to fulfil the treaty of Guadalupe Hidalgo, paid Mexico ten millions of dollars to be released from its obligations; and now, when a case is presented of a similar character, the gentleman from South Carolina discusses ethics. In the opinion of Washington, a good motto for individuals, as well as governments, is "Honesty is the best policy." The claims should be paid without longer delay.

Mr. KITT, (dem.) of S. C., said the mist of fifty years had clouded the question. He would not put the appropriation on the score of charity, but would it not be right for the country to take the side of liberal justice? Is not something due? If the amount were only half a million would not gentlemen vote for it? Was it not a fair compromise to give five millions in full for a release of all obligations? With such a provision, he would vote for the bill.

The committee here rose.

Pending the consideration of a resolution to close the debate on the French spoliation bill in two hours, the House adjourned.

NEWSPAPER CORRESPONDENTS.

[Correspondence of the Courier and Enquirer.]

WASHINGTON, Jan. 21, 1855.

Another Attempt at a Duel.

The belligerency of Virginia politicians has received a further illustration from a sharp correspondence which has been going on here during the last few days, between the Hon. Wm. Smith and one Mr. Nat. Tyler, a democratic editor up among the hills this side of the Blue Ridge. Tyler's paper recently contained an article on the topics pertinent to the existing canvass in Virginia, upon which the member felt it his privilege to comment with something less of that urbanity and amiability which the sensitive chivalry of the editor required from the critics on his professional labors. As in duty bound, he hurried down to Washington and proceeded to call the ex-governor to account, in the manner prescribed by the code. The result was a challenge from the editor to the member, which the latter refused to receive. At this stage of the proceedings the police intervened, but their services were not required, for Mr. Smith had peremptorily declined the honor of an invitation to the field. He had as little disposition to present himself as a mark for the editor's pistol, as to submit uncomplainingly to the volleys of paper pellets of the brain which had occasioned the difference between them.

Correspondence of the North American.

WASHINGTON, Jan. 21, 1855.

Commodore Perry—Increase of the Navy and Army—General Wool—Falling off in the Revenue.

Commodore Perry has been in Washington during the past week. He has been absent two years, within which period he has rendered service to the country which will identify his name with its history. He has been received with the most gratifying attention. He will present to Congress a claim for diplomatic services in the negotiation of the treaty with Japan, and for expenditures incurred in the objects of the mission, about equal to the amount which would have been paid to a full minister for the time during which he has been employed.

The last recommendation of the Secretary of the Navy for the building of seven steam sloops-of-war has not been received with so much favor as the necessity for a prompt increase of the navy renders desirable. It does not seem probable that any bill in accordance with it will be passed.

I noticed, on Saturday, that the House had refused to allow a bill for raising three thousand volunteers to be employed in the defence of the frontiers to be introduced or printed. It was a pointed rebuke of the Secretary of War, and a slight to the President, for both had equally recommended the measure. But it will have another effect of great importance. The action of the House endangers the bill for the increase of the army, by raising three or four additional dragoon regiments.

This much needed increase of mounted troops would have been promptly sanctioned by both Houses, had it not been trammelled with the political schemes for reorganizing the army upon a plan which would have placed nearly all the superior officers at the mercy of General Pierce and Colonel Davis. The quarrel which has arisen between the latter gentlemen and General Wool does not at all increase the popularity of the War Department with Congress.

Mr Guthrie is engaged in a close calculation of the losses and gains of the year. He has ascertained that the losses up to November, as compared with the same months of last year, are only $2,151,000. But it appears that there was an increase of revenue in August, 1854, over August, 1853. The real decline commenced in September, and the diminution of customs has been, in round numbers, as follows:—

September	$1,000,000
October	300,000
November	1,550,000
December	2,000,000
Total decrease in four months	$4,850,000

[Correspondence of the Pennsylvanian.]

WASHINGTON, Jan. 22, 1855.

The Pacific Railroad—General Harney and the New Orleans Volunteers.

The great if not final struggle on the Pacific Railroad bill takes place in the House to-day. When the House adjourned on Saturday the feeling was decidedly in favor of the grand trunk (not Grand Turk) proposition, with two branches at the western termination. But who knows what a day will bring forth? The day which has intervened has given rise to much talk and meditation; and as the bill, in its present shape, may be construed into a government work, many who acted with its friends on Saturday, on the preliminary votes, feel disposed this bright, cool and refreshing morning, to take the "back track." However, there is not much use in speculating at the present time, as there must be an end of suspense in the course of a few hours.

An energetic move will be made in the House this week to pass Mr. Faulkner's bill, authorizing the calling out of three thousand volunteers for the defence of the western frontiers. In case of the passage of this bill it is understood that the command will be given to the gallant Gen. Harney, who will organize the volunteers into battalions and not regiments.

Before adjourning the House re-committed the Pacific Railroad bill to the committee of thirteen. This is equivalent to a death-blow.

The New Pension Bill.

At the request of several Delegates of the late Soldiers' Convention, we republish the following bill, introduced into the House of Representatives by Mr. Wentworth, of Illinois:—

A bill granting pensions to all persons engaged in the war of 1812 and the Indian wars prior thereto, and to their widows.

Be it enacted, &c., That each of the commissioned and non-commissioned officers, musicians, and privates, whether of regulars, volunteers, rangers, or militia, who performed military or naval service in any regiment, company, or detachment, or on board any vessel of the United States, or any of the States, who were mustered or were received into the service and regularly discharged, in the war with Great Britain, declared on the 18th of June, 1812, or any Indian war since 1790, shall be placed on the pension roll of the United States during his natural life, commencing on the 4th day of March next after the passage of this act, and payable semi-annually, at the same rate per month which he received, or was entitled to receive, according to his rank, in the service aforesaid.

Sec. 2. And be it further enacted, That in case of the death of any such officer, non-commissioned officer, musician, or private, before or after the passage of this act, who shall have served as aforesaid, leaving a widow, such widow shall be placed on the pension roll for life, at the same rate of monthly pay as her husband received for such service, or would have been entitled to receive, if he has not been placed on the pension roll.

Sec. 3. And be it further enacted, That in case of the death of any person engaged in the provisions of this act during the period intervening between the semi-annual payments herein directed to be made, the proportionate amount between the last semi-annual payment and the death of such person shall be paid, if he be an officer or soldier, to his widow, if there be one, and if not, to his children; or if it be a widow, to her children or legal representatives.

Marine Affairs.

LAUNCH OF THE HAVRE STEAMSHIP ARAGO.—The steamship Arago, for the New York and Havre Steam Navigation Company, will be launched from the yard of Jacob A. Westervelt's Sons & Co., foot of Seventh street, East river, at 2 P. M., to morrow. The Arago is 3,000 tons burthen, and is in every respect equal to any vessel built in the country. The engines are in process of construction at the Novelty Works.

SUBMARINE VOLCANO.—Capt. Patterson, of the ship Magnolia, arrived yesterday from Callao, states that on the 7th of November, in latitude 42 32 South, longitude 88 45 West, he experienced a severe shock of a submarine volcano, causing the ship to appear as if running over a coral reef. So great was the shock that those below ran on deck, supposing the vessel to be ashore.

NEW METHOD OF REPAIRING A SHIP.—The British screw steamship Himalaya, was lately seriously damaged in the Black Sea, but being considered in a fit condition to carry invalids to England, was despatched thence. On her arrival at Malta, however, it was not thought prudent to continue the voyage without repairs. As there was no dry dock large enough there to contain her, Rear Admiral Stewart, with the assistance of the engineers and shipwrights of the dock yard, and the steamer's engineers, surmounted the difficulty in the following manner:—

She was taken to the dock about noon on the first of December. Her fore compartment was filled or kept filling by four siphons, for about two hours. At that time a powerful purchase was fixed aft to four derricks, hove taut, and she started up 18 inches. Three hours later the purchase was hove again, when she moved up 12 inches, and so continued till half past 11 P. M., when it was found her shaft hole was 15 inches out of the water. At this time her immersion was 7 feet ten inches aft, and 27 feet forward, with about 2 feet of water under her forefoot; and this was accomplished so easily that persons witnessing the operation almost doubted their own eyes. She strained nothing whatever, and when her defects had been made good she was let down, the water in her fore compartment pumped out, and in twelve hours she regained her natural position, and locked as trim on the water as she ever did—that is after she got her mizzenmast in and topgallants pointed, yards squared, &c. It will be seen that she was waterborne the whole time, and that by destroying the buoyancy forward the assistance she required aft to raise her was comparatively small.

The Himalaya arrived at Southampton on the 24 inst., all well, after encountering very heavy gales in the Mediterranean, as well as in the Bay of Biscay and the British channel.

Naval Intelligence.

The United States brig Bainbridge, from Rio Janeiro via Barbadoes, arrived at this port yesterday after an exceedingly rough passage, having put into the latter port for water and repairs. On Sunday night last experienced a violent gale from the southeast, and came very near going on the Jersey beach. Those on board of her represent her as being entirely unseaworthy. The following is a list of her officers:—C. G. Hunter, lieut. commanding; C. E. Fleming, Daniel Ammen, lieutenants; Thomas B. Locker, purser; Wm. Mitchell, acting master; John Rudenstein, passed surgeon; Wm. L. Lovell, Wm Gwinn, R. T. Chapin, C. A. Babcock, midshipmen; E. D. March, commandant's clerk.

DISASTROUS EFFECTS OF THE LATE STORM.

Vessels Wrecked—Houses Unroofed and Blown Down—Floods and High Tides—Numerous Accidents, &c.

THE WRECKS ON LONG ISLAND.

STRANDING OF THE SHIP SULLIVAN.

The ship reported yesterday ashore at Fire Island is the Sullivan, Capt. Mitchell, from Savannah for this port. She lies one mile west of Fire Island light. She sailed from Savannah on the 17th inst., and went ashore shortly after six o'clock on Monday morning, opposite Babylon, during the violent storm, having become perfectly unmanageable.

Captain Mitchell and his crew succeeded in getting ashore in their boats with great difficulty six hours after the vessel struck, after losing their best boat, which was swamped.

The ship lay at last accounts high and dry. Her mizentopmast was cut away, when the mainmast went along with it. She is very much hogged. Her cargo is composed of rice and cotton. The rice is very much damaged; the cotton is in good order.

There is but a little probability of ever getting her off, as the tide was very high when she went on, and, together with the strong wind, she was driven so far up that the chance to float her is very small. She is owned by, and was consigned to, Mr. Charles Bulkley, of South street.

The Sullivan was an A 2½ vessel, having been built at East Haddam in 1839, and was valued at $14,000, which is covered by insurance in Wall street. She was one of George Bulkley's line of Charleston packets. Her cargo comprised 700 bales of cotton and some rice, altogether valued at about $35,000, and probably covered by insurance in Savannah and this city.

The brig reported ashore near the Sullivan is the Marion, bound to Boston from Philadelphia, with coal, before reported.

THE SCHOONER PEARL ASHORE.

The schooner Pearl, Captain Westervelt, from Newbern, N. C., for New York, with naval stores, went ashore on the 22d at Rockaway, at about 8 o'clock in the evening, and is also high and dry on the beach. She was consigned to Bateman & Rudderow, of this city. She is loaded with turpentine, rosin and hides, and will probably be got off if the weather proves favorable.

THE BARK FLIGHT.

The report in a morning paper that the bark Flight, ashore at Rockaway, had gone to pieces, with the probable loss of all on board, was not correct. Captain Yates, of the steamtug Mercury, left her at half past eight yesterday morning, when she laid in an easy position, and would probably be got off in a day or two. Captain Yates reports a very heavy sea at the New Inlet Bar. It drove her further upon the beach, so that when she comes off, which will be as soon as she is discharged, she will be got off into the bay inside, and then brought through the inlet. She is perfectly tight, stands up straight, and heads off shore. The lighter that went to her assistance had a rough time of it, and excepting the loss of an anchor and a mainmast, had rode out the gale in safety. The following letter from the agents of the underwriters, (kindly furnished by Elwood Walter, Esq.,) gives the latest news from the bark:—

NEW INLET, Jan. 22, 1855.

The bark Flight was within one length of being off last evening, with anchors laid out and every precaution taken to ensure success. Owing to the weather we all left her at midnight, it blowing a very heavy gale from the southwest, with a tremendous sea on. Towards morning it worked round to the westward, and now blows very heavy from that quarter. I presume the bark has bilged, as she drove in this morning over one hundred yards, and I think, from appearances, she must have some water in her, and parted the cables we laid out. There is too much wind and sea to approach her to-day, and I think we shall have to take her inside the inlet. There is no doubt of our saving ship and cargo; but it will take time.

WRECK OF THE BRIG BOWDITCH.

The same letter furnishes us with the following particulars of the stranding of the brig Bowditch, of Portland, from Alexandria for this port:—

At 10 A. M., as the fog lifted, I saw a large topsail schooner on shore about four miles east of us, full of water, and the crew on the jibboom and bowsprit. Capt. Merritt, with our crew and boat, immediately went to their relief, and I saw some of them landed, but cannot send particulars, as it is impossible for the boat to get back till it moderates.

I can see another schooner ashore about ten miles to the west of us.

[This is most likely the Pearl, reported above.]

P. S.—Captain Merritt returned last night from the schooner ashore to the eastward. She is the Bowditch, of Portland, from Alexandria to New York, with coal for New York. She went ashore two miles west of the Flight on Sunday morning, and will probably be a total loss. She has bilged and is full of water. All hands safe.

DISASTERS ON THE JERSEY COAST.

WRECK OF THE SCHOONER CORA A. LINDSAY.

We have also been favored by Mr. Walter with the following account, from their agent, of the loss of the schooner Cora A. Lindsay:—

SQUAN BEACH, Jan. 22, 1855.

I have just arrived from the schooner Cora A. Lindsay, Capt. Day, ashore on Squan Beach, about ten or twelve miles south of Squan Inlet. She is of and from Newbern, N. C., bound to New York with naval stores. She lays hard on, and is bilged; water ebbs and flows in her. The sand is up to her load mark. Her bulwarks are gone, and deck load washed off and scattered along the beach. Her cargo numbered 700 bbls., but I do not think over 500 will be saved. Her hatches are stove, and considerable cargo washed out, and some stove to pieces. Her sails are more or less torn. She is about 160 tons burthen. Southern built.

SCHOONERS T. J. BECKET, NEY, AND DEBORAH ASHORE.

Another letter to Mr. Walter, dated Atlantic City, Absecom, Jan. 22, states that the schooners Thos. J. Becket, of North Carolina for New York, with cotton, wheat, corn, &c., went ashore on the beach on Sunday night. Also, that the schooner Ney, of New York, with oysters, went ashore on the south side of the inlet. The schooner Deborah, of North Carolina, also went ashore there, but was afterwards got off.

EFFECTS OF THE STORM ELSEWHERE.

MOUNT VERNON.

In Mount Vernon a new house, belonging to Mr. Thomas Holland, was blown over, as also another dwelling, the ownership of which was not ascertained. The roof of a new smokehouse, belonging to Mr. Beglispiker, was likewise blown off, and carried a considerable distance.

NEW ROCHELLE.

A large brick building in New Rochelle, known as the steam sawmill, owned by Mr. J. W. Tompkins, and occupied by that gentleman and Mr. A. B. Hudson, was nearly demolished, and the machinery destroyed, by the gale on the night of the 21st and morning of the 22d inst. On Monday a subscription was set on foot amongst the citizens of New Rochelle for the benefit of their unfortunate townsmen, and a very liberal spirit was manifested in affording them assistance.

TARRYTOWN, N. Y.

We have received the following letter from our correspondent at Tarrytown:—

TARRYTOWN, Jan. 22, 1855.

The storm last night and this morning has done considerable damage to this village. The roof of the large brick house belonging to Mrs. Sandford, and occupied by Isaac Denike as a boarding house was entirely blown off, doing much damage to the other parts of the house.

The roof of the Catholic church was entirely blown off, and a considerable portion of the brick wall fell, injuring the inner part of the church.

Considerable damage was done to the vessels lying at the upper dock.

STORM AND ANTICIPATED FLOOD AT ALBANY.

[From the Albany Journal, Jan. 22.]

Considerable damage was done to property in this city by the flood this morning. The Howard street drain was broken away a short distance west of the Centre Market, and the basements of dwelling houses Nos. 25, 26 and 27 were filled with water. The water found an outlet through the rear windows, and ran through the yards towards Beaver street. In this street the basement of Mr. James Dickson's dwelling, No. 17, as also that of his workshop adjoining, were overflowed, doing much damage to property, besides covering the flooring with filth and mud.

During the morning the water in the river has risen several feet, and at the rate of from six to ten inches an hour. The water is still a few feet below the top log on the dock, but our merchants, in anticipation of a flood, are removing their property from the first floor of their warehouses. We learn from passengers from the West this morning that the railroad was inundated in several places, and to such an extent as to extinguish the fire in the locomotives. All the streams are overflowed.

[From the Albany Argus, Jan. 23.]

The ice in the Mohawk was broken up yesterday in some places, the water in the Hudson river rose, and a flood was apprehended on the dock. But in the afternoon it cleared up and the thermometer fell, and after a little snow flurry, the weather settled down apparently. Last night it was quite cold again.

At dark last evening the water was about four feet below the dock, having fallen somewhat since noon.

Westward we hear of several inches of snow having fallen.

BOSTON.

[From the Boston Herald, Jan. 22.]

We learn that a ship lying in the stream, near East Boston, dragged her anchor, this morning, and was driven over towards Chelsea.

At Charlestown, a new ship was keeled over by the force of the wind and waves.

The People's ferry boats to East Boston, are running finely to-day, and on account of their steadiness most of the teams go upon that route.

The large signal staff on the lower marine telegraph station at Hull has been blown down by the gale. The wires of the telegraph between Boston and Hull stand the gale, and the line works well at the present time.

HARTFORD, CONN.

[From the Hartford Courant, Jan. 23.]

We learn that our worthy and much respected ex-Mayor, A. M. Collins, Esq., had the roof stripped off from his house during the storm yesterday morning. The house was finished only last summer, and had broad projecting eaves. The accident to the school house on High street, of a similar nature and from a similar cause, is a lesson to all builders in this country to beware how they give too much projection, so that the wind acquires a purchase, and an irresistible lifting power. The Mayor's roof was carried off into the adjacent fields, and took the chimneys down in its course. Providentially, no person was injured, although the family must have had a rousing time of it.

A part of the large sign of Calhoun Brothers, in State street, was torn from its fastenings, and in falling struck a boy named Parker on the head, knocking him senseless to the ground. He was carried into a neighboring store, where he revived, and we believe was found not to be seriously hurt.

Some of the wood work attached to the roof of St. John's church found its way to the ground, but we believe the damage is to no very great extent.

The chimney of a house on Trumbull street was blown down, and a gentleman who was passing, finding himself in a shower of bricks, thought he was in a fair way to become the subject of a newspaper paragraph, but we believe he had the good luck to escape injury. One of the trees in the State House yard was blown over, limbs were twisted off from others in various parts of the city, slates and shingles were blown from the roofs of houses, and there was a great variety of damage in a small way, occasioned by the promiscuous blowing about of signs, boxes, and moveables of every sort, too numerous to mention.

The ice in the Little river broke up early in the morning, and passed off. If the rain extended far to the north, the sudden rise of water in the Connecticut will probably have some effect upon the ice in that river. A change of weather may, however, prevent it.

NEW HAVEN, CONN.

[From the New Haven Journal, Jan. 23.]

The southeast storm of Sunday night and Monday was a very severe one, and caused considerable damage. It must have been quite disastrous to vessels on the coast, and we expect to hear of losses on the ocean. Quite a number of vessels made a harbor in this port, and rode out the gale in safety—among them the brig War Eagle, which cleared on Saturday for Porto Rico.

The railroad track under the depot was submerged, but no damage done. Awnings were demolished, signs blown down, and the balustrade on a wooden building in Chapel street was torn from its place, and deposited in pieces in the street.

On the Naugatuck road, a quantity of sand was washed from the embankment on to the track, which caused considerable delay with the trains, but no serious damage was experienced.

We learn that on the Providence and Fishkill road, between Waterbury and Bristol, a culvert was washed out, and the road badly damaged in a number of places, so much so that the trains could not pass over it yesterday.

The schooner Fish Hawk, of Lyme, bound from New York to some Eastern port, was driven ashore near Madison; and an Eastern brig, name unknown, which anchored off Madison, dragged her anchors, but brought up before striking the breakers. At the latest accounts she was safe. It is thought that the Fish Hawk will be got off without serious damage, as she went ashore at high water. She is loaded with salt.

TRENTON, N. J.

[From the Trenton Gazette, Jan. 23.]

The wind commenced blowing on Sunday night, and in a short time it increased to a perfect hurricane. Fences were blown down in different parts of the town, and the awnings in State street, between Warren and Greene, were most of them torn into shreds. One of the turrets on the steeple of the Third Presbyterian church was snapped off like a reed, the tin roofing on the Delaware bridge was torn off to a great extent, besides many minor calamities, such as breaking of windows, shutters, &c. At Princeton Basin, a long shanty, belonging to the canal company, was completely demolished, and a large building at South Amboy, belonging to the railroad company, was blown down with a tremendous crash. No accidents to life or limb occurred in this vicinity, so far as we have been able to learn.

CAMDEN, N. J.

[From the