Our Canadian Correspondence.

MONTREAL, (C. E.,) June 24, 1856.

Saint John's Day Celebration in Montreal—Feats and Sports—Scene in the Cathedral—All Quiet in Town—Anticipated Return of Crimean Troops—Theatricals.

This has been one of the great holidays of the year, and with the exception of the Queen's birthday, is celebrated with more enthusiasm here than any other—it is the aniversary day of St. John the Baptist, the patron saint of Canada. At an early hour this morning the principal streets—Great St. James, Notre Dame, McGill and Craig—were filled by those of our French Canadian population of the Roman Catholic faith. Processions, music, ringing of bells, orations, &c., &c., has been the order of exercises. The Parish church, or, as it is called in the States, the Cathedral—the largest edifice on this continent, and capable of comfortably seating fourteen thousand people—was crowded at an early hour in the day, where the religious exercises suitable to the occasion were had; after which the procession again formed and paraded through the streets.

Everything, thus far, has passed off in most admirable order, and Montreal, to-day, at least, has showed signs of real life, which to one who has spent most of his life in New York, as I have—whereall is life and activity—is quite a treat.

Great preparations are being made by the citizens, headed by the Mayor, to give a cordial reception to her Majesty's 39th Regiment, whose arrival is now hourly looked for here, direct from the Crimea. The Common Council refused to appropriate the necessary amount of money for the purpose, and hence the citizens have taken the matter in hand, and everything promises to be most brilliant and enthusiastic on the arrival of the troops. The Mayor headed the subscription list, putting himself down for £50, ($200.)

The Pyne and Harrison English opera troupe give a concert here on Wednesday (to-morrow) evening. It is but nine days since they closed an engagement of thirteen nights at the Theatre Royal. I believe they go directly to New York when they leave Montreal.

Manager Buckland is making a little fortune here with his dramatic company. He has a tidy little box, about the size of Burton's—a most excellent, though small company, prominent among the members of which are Mr. Perry, Mr. Stoddard, Mr. W. Davidge, Mr. Reynolds, &c., and such ladies as Mrs. Kirby, late of the Boston theatre; Mrs. Hough, of your city, and the favorite of Burton's; also, Mrs. Archbold, Miss Taylor, Miss Jackson, &c.

The excitement occasioned by the awful explosion on board of the Grand Trunk Railroad ferry boat which plied between this city and Longueil, on the 11th inst., is almost forgotten, although the coroner's jury is yet in session. Thirty three dead bodies have already been found, but it is generally thought that many more lives were lost. It is acknowledged, and generally believed here, that had there not been a drunken engineer there would have been no explosion. The impression is that the railroad company will be exonerated from all blame.

QUEBEC, June 25, 1856.

War Feeling in Quebec—Friendly Feeling of the People towards the United States—Policy of France—How Canada could be Divided—The New Tariff—Emigration and Emigrants—Napoleon and the French.

The news per steamer America, from England, causes considerable excitement here, as it is understood several regiments are on the way out, and several men of war, with a large quantity of ammunition, have been ordered here, and everything looks belligerent. The people of Canada are very much opposed to a war with their neighbors, and if forced to take part in it, will be very likely to join the "Yankees." The government officials and real John Bulls will, of course, fight for the crown, Victoria and royalty, but three-fourths, at least, of the population of Lower Canada are French, who still retain their love for "La belle France," and hate the English, who tyrannise over them, and three-quarters of the population of Upper Canada are Irish, Scotch and Yankees, who would rather see the stars and stripes float over them than the banner of St. George.

If war should take place, the United States should secure the assistance of France, which might easily be accomplished, and drive the English off of this continent. Napoleon would be very glad to regain the French possessions which they formerly held in North America, which has dwindled down to a fishing depot at St. Peter's Miquelon; and it would be a triumph that would render his name glorious in the history of France, and would be a wonderful accession to the importance and wealth of the French nation, and their descendants here would receive them with open arms. If, in the event of a war, the United States should propose to divide Canada with France, giving the latter all that portion which is essentially French, lying north of the river St. Lawrence and the Ottawa, it is probable France would consent to give the United States Nova Scotia, New Brunswick, and that portion of Canada West to the south of the Ottawa, which is all that is really desirable to the United States—the rest of Canada being populated by French Jesuits and Catholics, who never will make good republicans, and their religion and principles are not in consonance with your institutions. It is even probable that France would consent to the United States annexing Cuba and Central America. She certainly would if the United States would consent to her taking Hayti.

The United States might thus secure a powerful ally, and all that is really desirable for her on this continent. The North and South would be both benefitted, and ought to be satisfied with such an extension; and the United States better have France for a near neighbor than England, and the balance of power might thus be fixed on this continent so as to secure the United States from the bullying and threats of the English.

The new tariff, which goes into operation the 5th July, causes much dissatisfaction. The Assembly are giving way all the public lands to aid the Grand Trunk Railway and secure foreign capitalists. This great railway may be of great advantage to England in a military point of view, but it will not pay running expenses; and as Canada must pay the interest on the cost of it, English capitalists will suck the life blood out of us before long. The recent advance in our tariff is only giving us a foretaste of it. English capitalists are very free in lending us money, but they get a good interest and look out that the principal is well secured, as the votes of every town in the province were required, and we are thus tied hand and foot. It was said all Canada required was a railroad to make it flourish and prosper like Yankee land, but the Grand Trunk company are running empty cars, and the whole thing is likely to prove a grand speculation for English capitalists, at the expense of the tax payers of Canada; and as it runs parallel most of the way with the navigable waters of the St. Lawrence, we are very little benefited by it, except that it gives us a connection with Portland, in Maine. Canada has a rich soil and all the elements of national wealth, but it will never be developed under the English government, as long as the United States with her free institutions alongside of us, hold out such inducements for the poor and down trodden of Europe to seek an asylum in her Western wilds. What immigrant will hesitate to choose between Canada and English slavery or dependency, and the United States, where they are all sovereigns? The only immigrants that will choose Canada are not worth having, and those that come are mostly English lackeys and degraded agricultural slaves of English farmers, who are nearer to an animal than the negroes of the United States, intellectually, morally and physically. The merchants, of course, are identified with England, and their interest would lead them to side with England in case of war, but if the United States will only open her arms, a large portion of Canada would rush to her side; and if she can only secure France's co-operation, she can drive the British lion forever from this continent, and with the division of the spoils named, the United States will receive all that is really desirable for them on this continent.

Should she attempt to grasp more she would be likely to lose all, and England and France, combined, with their present powerful fleets and armies, would make a desperate attempt to crush out freedom on this continent, and would certainly prevent its extension. Louis Napoleon would impart a vigor and prosperity to French Canada that would be refreshing to look at, and of great advantage to the United States.

TORONTO, June 26, 1856.

Canadian Investments in Lands and Railways—A Parliamentary Spree—How the People of Guelph were Sold—Mr. Brown's Case—Trade—The War Feeling—Increase of Crime—Speculations on the Presidential Election—Fremont all the Favorite.

It has often appeared to me rather singular that so little apparent interest is excited among Americans by the affairs of Canada. A country possessed of such vast agricultural resources, whose facilities for transit are second to no other, whose minerals are and will be a field of greater wealth than California or Australia has yet opened up, and whose similarity in language and manners must eventually result in its absorption in the vortex of the great republic, should excite more attention on the part of a people usually wide awake, I reckon, to every profitable speculation or safe investment. Tell some of your knowing ones that money brings from twenty to twenty-five per cent per annum, when lent out to the farming community, its payment guaranteed by a mortgage upon the property. Many of the principal men on this side of the Great Lakes are accused of owing their present elevation to the judicious investment of their spare capital, and being cute enough to take a proper advantage of a poor devil in a fix. The railways which are now crossing the country in every direction, also prove a valuable investment. There is one good thing about them—viz., whenever a company finds itself unable to complete a road which it has undertaken, or finds that it does not prove sufficiently remunerative, and happens to have friends in the government, or influence over the votes of some members of Parliament whom the government wishes to secure, a bill is brought in, one million of dollars are allowed, or four million acres wild land granted, on pretence of the benefit accruing to the country; and then by wholesale robbery, bribery and corruption, they go ahead. The Grand Trunk and North Shore Railroad are notable instances of the gullibility of the Canadian public.

By the by, speaking of the Grand Trunk, we had a singular scene here last week. A part of the Grand Trunk line has been lately opened up from Toronto to Guelph. Of course, upon such an occasion the company could not do less than stand treat, and accordingly the Corporation, members of Parliament and other big bugs, received invitations, graciously accepted, and went on a drinking excursion to Guelph. In the language of one of our city reporters, champagne corks fell like balloons on the heads of honorable members. Query. However, honorable members got drunk, and when drink is in wit is out; consequently, being up for a spree, they chose one of their number to personate the Governor General, introduced him to the towns people of Guelph as such, made speeches, &c., and would have left the towns people in blissful ignorance of the trick which had been played upon them, had not the conscience of one of the fraternity (as is often the case,) become touched with remorse at the disgraceful imposition practised upon the poor folk outside. He rushed to the balcony where the speechifying was going on, and amidst a burst of groans, mud, cheers, pebbles, hisses, &c., exposed the trick, and was dragged back by his exasperated amicos.

The most exciting event of the day here, however, is the trial of Geo. Brown, Esq., leader of the opposition, before a special committee appointed to report upon certain charges made against him by the Attorney General, McDonald, leader of the government, accusing him of subornation, of perjury, falsifying evidence, &c., during the time that he was Secretary of Commission in the Kingston Penitentiary case, resulting in the dismissal of Warden Smith from the evidence adduced. McDonald's charges appear to have no other foundation than the same spirit in which one schoolboy calls another scoundrel, save what the insinuation of Solicitor General Smith, eldest son of the ex-warden, may have induced McDonald, of whom he is an old chum, to believe.

Business, especially in the retail line, has been very brisk during the week, and both supply and demand of seasonable produce have been large. There is every probability, however, of a decline in prices. The harvest promises unusually well, although the thunder storm of Sunday has injured the fruit more or less in some parts. Farmers have brought in their wheat freely during the past week, and a large amount of money has been taken into the country. The range for the week has been 6s. 7d. a 7s. 5d. per bushel. 8,000 bushels of the very best white wheat was shipped this week for Liverpool direct per Montreal. It is an experiment of which the success is anxiously watched. The receipts of wheat were very heavy to-day—nearly 18,000 bushels. The average price for the day may be quoted at 7s. per bushel.

There is an increased feeling of confidence here, since the arrival of the Atlantic's news, and the more favorable aspect in which the Anglo-American imbroglio is viewed by the majority of the English press—although the juvenile militia men talk big, strut and display their Enfield rifles, to the wonder and admiration of their cellar sweethearts, while they show how the Yankee may be massacred.

Stabbing has lately become quite an epidemic here among aggrieved, drunk or other excited personages. We had another case last week, unattended, however, with serious consequences.

The universal feeling here is in favor of Fremont's nomination, and especially in Upper Canada the public feeling is very strong, founded on the belief that his success is the only possible means of escape from all the horrors of a civil war. Pierce's government is universally condemned, and scarcely any epithet is considered sufficiently abusive, when applied to it. Buchanan has been and is so intimately connected with the Pierce policy and government, that his success would be looked upon merely as a continuation of the old government under a new, and in some respects, a weaker head. Besides, the anti-slavery feeling is so very strong among religious folks, that any one, even to hint at the success of Buchanan, would be hooted down. Niggers are all very well in their own place, but it will take many years of developement before they can come up alongside white folks, and even some of their "bitterest" friends are beginning to acknowledge that. The righteous overmuch rule the roost, and a man to get on in Canada must go the whole hog or not at all. Cant and puffare all essential.

City Politics.

YOUNG MEN'S NATIONAL REPUBLICAN CLUB.

A large number of young men assembled at Academy Hall, Broadway, last evening, for the purpose of organizing a club with the above title. Col. Jno. A. Bogart was elected chairman *pro tem*, and J. W. Oldson, Secretary. On motion, a committee, consisting of one member from each ward, was appointed by the chair to draft a constitution and by laws for the club, the same to be reported at a subsequent meeting to be called by the committee, when permanent officers of the club will be elected.

THE DEMOCRATIC UNION CLUB—ELECTION OF OFFICERS.

The annual election for officers of the Democratic Union Club came off last night at their head quarters, corner of Broome and Mercer streets. About 170 votes were polled on the occasion, and although there was but one ticket in the field, the excitement attending its election was really alarming, when the extreme heat of the weather is taken into consideration. The following are the officers elected for the ensuing year:—For President, Spencer W. Cone; for Vice Presidents, Horatio P. Carr, Douglass Taylor; for Secretary, John E. White; for Corresponding Secretary, Theodore J. Fendu; for Financial Secretary, William R. Farrell; for Treasurer, L. F. Harrison; for Standing Committee, John R. Lydecker, Churchill J. Cambreleng, Jacob Windmuller; for Sergeant-at-Arms, William J. Fagan.

Personal Intelligence.

One of our Washington correspondents announced that Father Vijil had closed his mission, and sailed for Nicaragua. This is not a correct statement. He has sailed for home, it is true, but he has not closed the legation. He appointed Major Heiss Charge de Affaires during his absence, and that gentleman now acts in that capacity. The Padre, like all ministers, had ample power to do this.

We are informed that there is no foundation for the report published in a San Francisco letter, that ex-Governor Bigler had been requested not to return to California. There is indeed no reason for such request, and hence its absurdity.

Gen. Wendall P. Smith, of Maine, has been appointed a special agent of the Post Office Department, in place of Virgil B. Parris, removed. Mr. Holbrook, author of "Ten Years among the Mail Bags," is still the special agent at large for the district of New York and the New England States.

The President has appointed Wm. Blanding, Esq., of San Francisco, United States District Attorney for the district of California, vice S. W. Inge, Esq., resigned.

Ex-Governor Seymour and Augustus Schell, of New York, ex-Governor Mathews and lady, of Alabama, and Judge Porter, of Pennsylvania, are in Washington.

ARRIVALS.

From Norfolk, &c. in steamship Roanoke—H Miller, Col Estram, E Ellis, G H Tutte, Mr Masters, Miss Dunderdale, Miss Irving, Mrs Cory, Mrs Van Cortlandt, Mr Varnum, Mr Meech, F M Dezeng, Wm Steele, Mrs Wildman, A Cosine, T F McGuire, J H Pond, L W Jackson, Capt Wm Gerald, John Ney, A T James and lady, Dr R H Thomas and three sons, P H Ward, A S Louge, A H Goodell, P Silworth, Morris Hess, A C Scott, Wm Black, Robert Gill, S J Webber, J M Kinney, M Flynn lady and three children, Mr Briggs, Miss Frasier, Miss Nelson, Miss Chase, W T James, A M Flynn, A Wildman, and 15 in the steerage.

Jersey City News.

BANK ROBBERY.—A clerk in the Morris Canal and Banking Company, of Jersey City, named Francis S. Norton, absconded on Saturday afternoon with a package of money amounting to $2,000. The money had been sent in from the Dover Bank, and was received by Norton, who soon after he left.

FIRE.—Yesterday, about 11 o'clock, a fire occurred in a house in Newark avenue, occupied by Matthew Summers. The fire department turned out, and extinguished it before much damage was done.

SUPPOSED BURGLAR.—At an early hour yesterday morning, officer Vandenzar took into custody a man in Grand street, supposed to be a burglar. In attempting to jump from the roof of one building to another, he fell to the ground, sustaining considerable injury, and was found lying there by the officer. Accused, who was taken to the lock up, gave his name as E. B. Daly.

Police Intelligence.

CHARGE OF FORGERY.—George Vandyke, a merchant doing business in Washington street, was arrested yesterday, by officer McManus, of the Lower Police Court, on charge of altering the date of a check for $500, which it is alleged had been paid once. The complainant in the case is Aaron D. Hopkins, of No. 214 Washington street. The prisoner was temporarily committed.

CHARGE OF SEDUCTION.—Robert A. Wrifle of 199 Smith street, was taken into custody yesterday, on charge of having seduced Miss Mary Jane Pollar, of No. 363 Bleecker street, under solemn promise of marriage. The accused was detained for a hearing.

A Scene at the Church of the Epiphany—The Slavery Question in the Pulpit.

[From the Philadelphia Bulletin, June 30.]

Notwithstanding the extreme heat of the weather, a large congregation assembled last night, at the Protestant Episcopal church of the Epiphany, at the corner of Chestnut and Fifteenth streets, attracted thither by an advertisement in the papers of Saturday, that the Rector, Rev. Dudley A. Tyng, would discourse on the subject of "Our Country's Troubles." The announcement created more sensation than usual from the fact that the Episcopal denomination, as a body, have always discountenanced the introduction of such topics into the pulpit, as well as from the circumstance that the Rector, since his connection with his parish, has generally preserved silence on questions having the most remote allusion to public affairs. The minister having selected an appropriate text, briefly gave his reasons for introducing the subject into the pulpit, and then proceeded to denounce in an eloquent strain and straight forward manner, the outrages in Kansas and at Washington, the aggressions of the slave power, the miserable truckling of the North to the South, the horrors of slave breeding, and concluded by urging his congregation to exercise their rights as freemen at the ballot box, in staying the progress of the monster evil, and invoking aid for the suffering emigrants in Kansas. The sermon was listened to with breathless attention, and without interruption until the speaker spoke of slave breeding rearing immortal souls (who were made for heaven,) for bondage, when Dr. Casper Morris, formerly a church warden, rose from his pew, and, as one of the original church wardens, entered his solemn protest against the desecration of the place and the day by such services. The preacher continued his discourse without noticing the interruption, and at the conclusion of his sermon respectfully suggested to the gentleman who had interposed his objections, to point out the wrong which he had committed in using the Sabbath as the time, and an Episcopal pulpit as the place for the utterance of anti-slavery sentiments.

Mr. Tyng suggested, too, that it would have been as well to have waited until he had concluded his remarks before interposing any objection to them. If he (Mr. T.) was wrong, he was open to correction, but he would, as a minister of Jesus Christ, express his views of the great exciting topic of the day. Mr. Tyng was perfectly calm throughout the exciting scene, and he appeared to be entirely unmoved during the decided sensation incident to the interruption of Dr. Morris. We should state that at the commencement of the remarks of Mr. Tyng several members of the congregation left the church.

After the sermon was finished, the members of the congregation gathered in knots to discuss the unusual event, while many of them congratulated the minister upon the decided stand he had taken. We understand that the matter will be referred to the bishop of the diocese.

Influential democratic papers in South Carolina are unqualified in their denunciation of the Cincinnati nominations. The Columbia *Times*, Orangeburg *Southron*, Sumterville *Times*, Darlington *Flag*, and the Pee Dee *Times* are among them.

THE PERILS OF THE SEA.

Six Months with the Underwriters,

OR THE MARINE DISASTERS REPORTED FROM THE 1ST JANUARY TO 1ST JULY, 1856.

The following statement of vessels reported either lost or damaged during the past half year, has been prepared with considerable care.

The amount of loss in each case, including vessel, freight and cargo, is estimated from the best information that can be obtained, and is believed to be rather under than over the actual loss. The disasters in which a total loss of vessel and cargo occurred, are designated by an asterisk (*). The names printed in *italics* denote those melancholy cases of which we only know that they went out upon the ocean, and can only conjecture when and how they perished.

The amount of loss, total and partial, within a period of six months, is nearly sixteen millions of dollars, and is probably without parallel in our commercial history:—

Vessel.	Name.	From	To	Amount of Loss.
Ship	Albatross,	London,	Calcutta,	$7,000
Ship	Adriadic,	Boston	Buenos Ayres,	12,000
Str.	Am. Banner,	Phila.,	Norfolk,	3,000
Schr.	Alex. M.,	Norfolk,	New York,	3,000
Brig	Atlantic,	St. Domingo,	Boston,	12,000
Ship	Ashburton,	N. Orleans,	Liverpool,	10,000
Schr.	*A. G. Cattell,	Phila.,	New York,	8,000
Schr.	*A. Clifford,	Portland,	Savannah,	8,000
Bark	Adjuster,	New York,	Schiedam,	10,000
Bark	Almira,	Cardenas,	Portland,	25,000
Ship	Am. Congress,	London,	New York,	10,000
Schr.	Ann Hymen,	W. Indies,	Newberne,	6,000
Brig	Arcadian,	Havana,	Portsmouth,	$12,000
Str.	Albertine,	Ohio River,	—	18,000
Schr.	*Alabama,	Baltimore,	West Indies,	24,000
Str.	Alabama,	Mobile,	Up River,	40,000
Ship	Ann Rose,	Liverpool,	Calcutta,	40,000
Bark	A. F. Jenness,	Norfolk,	Antwerp,	65,000
Ship	*Agnes*,	*R. de Janeiro*,	*New York*,	130,000
Ship	Anna Tift,	N. Orleans,	Liverpool,	10,000
Brig	*Angostura*,	*New York*,	*Cork*,	36,000
Bark	Archimedes,	Shields,	Boston,	20,000
Ship	Ab. Langdon,	Havre,	Savannah,	15,000
Brig	Arno,	New York,	St. Johns,	10,000
Ship	Ad. Lemont,	Balt. Md.	N. Orleans,	60,000
Ship	Adele,	Sav. Le Mar,	Amsterdam,	32,000
Ship	Adriana	New York,	S. Francisco,	112,000
Ship	Adrian,	Baltimore,	Belfast,	40,000
Bark	Ann,	New York,	N. Orleans,	12,000
Bark	Bristol Belle,	Gibraltar,	New York,	10,000
Ship	*Buena Vista,	Trapani,	Savannah,	35,000
Schr.	*Bustamente,	Hong Kong,	San Francisco,	15,000
Bark	Burlington,	Leghorn,	New York,	12,000
Schr	B. J. Arthurs,	Jamaica	Havana,	6,000
Schr	Beckot,	Wash, N.C.	New York,	8,000
Ship	Bowditch,	Calcutta,	London,	10,000
Ship	Burnham,	Hong Kong	San Francisco,	10,000
Brig	B. Strout,	New York,	Trinidad,	12,000
Bark	Benj. Adams,	Boston,	Mobile,	25,000
Bark	Parclay,	(Whaler),		15,000
Ship	Boomerang,	Mobile,	Liverpool,	190,000
Ship	Blanchard,	Charleston,	Bremen,	40,000
Schr	B. L. Perry,	Beaufort, NC.	Martinique,	28,000
Str.	Bridge City,	Ohio River,		20,000
Ship	Charlotte,	S. Francisco,	Valparaso,	20,000
Schr	Chas Colgate,	Baltimore,	New York,	20,000
Bark	Cloelia,	New York,	Constantinople,	20,000
Ship	*Cortes,	Anconia,	do.	30,000
Schr.	Clara Jane,	Barbadoes,	New York,	12,000
Ship	Conquest,	Boston,	New Orleans,	8,000
Schr.	*Clarendon,	Norfolk,	Boston,	12,000
Schr.	California,	Cape Haytien,	do.	18,000
Ship	*Chili,	Callao,	Valencia,	40,000
Ship	Cheshire,	do.	do.	50,000
Ship	Canton,	New York,	Rotterdam,	15,000
Schr.	Cyclone,	Darien,	Boston,	10,000
Bark	Catherwood,	(Whaler,)		35,000
Brig	Canada,	Gambia,	New York,	20,000
Ship	*Calcutta,	Boston,	New Orleans,	75,000
ship	C. Jenkins,	Cuba,	Swansea,	40,000
Brig	Crusader,	Jacksonville,	Bordeaux,	20,000
Ship	Chicago,	Liverpool,	New York,	20,000
Schr.	Clara,	Boston,	Portland,	15,000
Schr.	C. Perkins,	St. Thomas,	New York,	6,000
Ship	*Cape Cod,	Calcutta,	Boston,	120,000
Brig	Clement,	Baltimore,	do.	8,000
Schr.	C. A. Libby,	New York,	Vera Cruz,	75,000
Str.	Cuba,	Alabama River,		30,000
Brig	Cape Fear,	New York,	Cienfuegos,	15,000
Ship	*City Montreal, Liverpool,*		*Quebec,*	90,000
Bark	Cabasa,	Cienfuegos,	Boston,	30,000
Brig	Conquest,	Pernambuco,	do.	25,000
Schr.	*Don Nicolas,	Boston,	Richmond,	6,000
Brig	Danl. Duffield,	Do	Smyrna,	5,000
Bark	*D. S. Goodell,	Rio Janeiro,	New York,	15,000
Brig	*Dolphin,	Porto Rico,	Do.	15,000
Schr.	Dan. Webster,	New York,	Millbridge,	5,000
Ship	Dargo,	Glasgow,	New York,	10,000
Bark	David Nickels,	Cardenas,	Portland,	12,000
Brig	Demerara,	Cardenas,	New York	12,000
Ship	Dalmatia,	China,	Callao,	15,000
ship	*Driver*,	*Liverpool*,	*New York*,	250,000
Bark	Delegate,	New York,	Boston,	17,500
Schr.	*Eagle,	New York,	Bermuda,	20,000
Schr	Excelsior,	Port au Prince,	New York,	8,000
Bark	Emma,	N. Orleans,	Boston,	5,000
Schr.	*E. Manning,	Staten Island,	Norfolk,	5,000
Bark	M. F. Chase,	Cardenas,	Portland,	3,000
Schr,	Envoy,	Kingston, Ja,	New York,	15,000
Schr.	*Echo,	Baltimore,	New York,	10,000
Bark	Echo,	Baltimore,	Boston,	10,000
Schr	Ellen,	Boston,	Marseilles,	15,000
Ship	Ellen Austin,	New York,	Liverpool,	60,000
Brig	E. L. Cottrell,	Boston,	Havana,	12,000
Ship	Empire State,	New York,	Liverpool,	10,000
Ship	E. Dennison,	New York,	Antwerp,	25,000
Ship	Euterpe,	London,	New York,	30,000
Schr.	Entire,	Attakapas,	Baltimore,	5,000
Ship	E. Mallory,	N. Orleans,	Genoa,	10,000
Ship	Elw. Everett,	Baltimore,	Cork,	10,000
schr.	E. W. Gardner,	Charleston,	New York,	14,000
Ship	Eckford Webb,	New York,	Glasgow,	12,000
Brig	Emeline,	New York,	Constantinople,	25,000
Schr.	Ed. Everett,	Alexaudria,	New York,	6,000
Brig	Extra	Tobasco,	New York,	17,000
Schr.	Fannie Currie,	Glasgow,	New York,	5,000
Ship	Fortitude,	Smyrna,	New York	6,000
Ship	Flying Arrow,	Melbourne,	Batavia	50,000
Schr.	Flash	Jeremie,	Boston,	5,000
Schr.	*Francis,	Newfiland,	Boston,	10,000
Brig	*Free Trade,	New York,	St. Johns, N. F.	20,000
Brig	Frances,	Boston,	New Orleans,	20,000
Str.	Flag,	Ohio river,		20,000
Bark	*G Von Oxholm,	St. Croix,	Turks Island,	15,000
Schr.	*G. D. Fisher,	Philadel.,	Norfolk,	35,000
Schr.	*Grace Darling,	Savannah,	New York,	10,000
Brig	Gazette,	Surinam,	Salem,	8,000
Schr.	Geo. Savary,	Jacksonville	Boston,	8,000
Schr.	*Geo. P. Sloat,	Pensacola,	Key West.	5,000
Brig	*Grey Eagle,	St. Jo'nsPR	New York,	20,000
Bark	Gem,	Africa,	New York,	23,000
Ship	*Greenwich,	Chincha I.	Hampt'n R'ds,	100,000
Brig	*G. Spear,	New York,	Para	30,000
Brig	Gen. Worth,	Cardenas,	Portland,	8,000
Brig	Gulnare,	Charleston,	Cienfuegos,	16,000
Ship	*Great Duke,	N. Orleans,	Liverpool,	200,000
Brig	George,	Savannah,	Boston,	15,000
Brig	Genl. Wilson,	New York,	Mobile,	35,000
Schr.	Geo. Parker,	Bangor,	New York	8,000
Str.	Grape Shot,	Ohio Riv,		25,000
Brig	G W Lawrence	St. Jago,	Trieste,	22,000
Brig	Geo. Otis,	New York,	St. Jago,	18,000
Ship	*Heber,	N. Orleans,	Liverpool	75,000
Schr.	*H. C. Mead,	Norfolk,	New York,	15,000
Schr.	Henrico,	New York,	Richmond,	3,000
Schr.	*Hy. Freeling,	Bath,	James River,	10,000
Brig	Haidee,	Jacksonville,	Curacoa,	8,000
Ship	*Horizon,	Liverpool,	New Orleans,	75,000
Ship	Henry Pratt,	Mobile,	Liverpool,	20,000
Str.	Henry Lewis,	Cincinnati,	New Orleans,	40,000
Ship	*Highflyer*,	*S. Francisco*,	*Hong Kong*,	75,000
Ship	HelenAugusta,	Whaler,		30,000
Ship	Huguenot,	Philadelphia,	Salinas Bay,	32,000
Ship	**Havana*,	*New York*,	*Londonderry*,	110,000
Brig	*H W Moncure*,	*New York*,	*Londonderry*,	20,000
Schr.	*Hero,	Blue Hill,	Norfolk,	12,000
Ship	Hopewell,	(Whaler)		9,000
Ship	Isaiah Crowell,	Calcutta,	Boston,	8,000
Ship	Irene,	Liverpool,	Boston,	40,000
Schr	Isaac Allerton,	Liverpool,	New York,	10,000
Bark	*Independence,	Liverpool,	New York,	100,000
Bark	*Isaac Hyne,	Hong Kong,	San Francisco,	125,000
Bark	James,	Quebec,	St. Ives,	15,000
Bark	John Farnham	Havana,	New York,	40,000
Bark	John Stroud,	N. Orleans,	New York,	15,000
Schr.	Josephine,	New York,	Dover,	12,000
Schr.	*J. H. Dilks,	N. Orleans,	Aranzas,	10,000
Schr.	*J. R. Price,	Philadelphia	Alexandria,	7,000
Ship	John Knox,	Liverpool	Mobile,	16,000
Ship	J. Thompson,	New York,	Liverpool,	15,000
Ship	John Ravenal,	Bordeaux,	New York,	20,000
Schr	Jesse W. Starr,	P. au Prince,	New York,	6,000
Bark	J. Forbes,	Guayama,	New Haven,	25,000
Ship	*John Rutledge,	Liverpool,	New York,	200,000
Ship	James Guthrie,	Mobile,	Ferrol, Spain,	40,000
Schr.	John&George,	Portland,		8,000
Ship	Kathay,	Shanghae,	New York,	12,000
Brig	Kong Thuym	Rochelle,	New York,	40,000
Schr.	Kate Helen,	Attakapas,	Baltimore,	8,000
Str	*Kalama,	S. Francisco	Sandwich Isl.	30,000
Schr.	Kensington,	Mexico,	New York,	5,000
Brig	Lion,	Bangor,	Havana,	10,000
Schr.	*Lucy,	Aux Cayes,	Boston,	20,000
Schr.	Lydia Brooks,	Virginia,	Newburyport,	5,000
Ship	*L. Napoleon,	Baltimore,	Liverpool,	200,000
Bark	Lean Racer,	Palermo,	Baltimore,	50,000
Brig	Lucretia,	New York,	Marseilles,	15,000
Brig	*L. H. Chase,	Wiscasset,	Cuba,	12,000
Brig	Linden,	N. Orleans,	New York,	15,000
Ship	*Lav. Adams,	Key West,	New Orleans,	68,000
Schr.	Lonsdale	Providence	Philadelphia,	25,000
Schr.	Lucullus,	St. Marys,	Pembroke,	10,000
Str	Leviathan,	N. Y. Harbor,		50,000
Bark	L. Sears,		Constantinople,	9,000
Ship	*Leah*,	*New York*,	*Antwerp*,	230,000
Schr.	Louisine,	Savannah,	New York,	65,000
Bark	Lucinda,	Matanzas,	New Orleans,	50,000
Ship	Lucy Ann,	Australia,	San Francisco,	30,000
Bark	Lucy Ring,	Montevideo	Liverpool,	30,000
Schr.	Louise,	Boston,	Mobile,	42,000
Ship	Messenger,	New York,	Falmouth,	110,000
Brig	*Matinic,	New York,	Havana,	10,000
Schr.	Mecklenburg,	Wash gton,	New York,	5,000
Brig	*Maria Anna,	St. John, NF,	Boston,	6,000
Brig	*Marden,	Boston,	Montevideo,	15,000
Schr.	Mary Nile,	Norfolk,	New York,	5,000
Ship	Marseilles,	Calcutta,	Boston,	15,000
Bark	*Mary Dunham,	New York,	Glasgow,	100,000
Ship	Mary Hale,	N. Orleans,	Trieste,	70,000
Brig	M. B. Davis,	New York,	Galveston,	15,000
Schr.	M. D. Scull,	Havana,	Baltimore,	28,000
Bark	Mess. Bird,	Boston,	Valparaiso,	25,000
Ship	*Mary Green,	Liverpool,	Philadelphia,	65,000
Ship	*Meteor,	New York,	Marseilles,	80,000
Schr.	Mount Eagle,	Kingston,	New York,	5,000
Schr.	Mary C. Ames,	Ponce,	Boston,	9,000
Schr.	Montauk,	Alvarado,	New York,	6,000
Schr.	May Flower,	Geo'town,	Boston,	10,000
Schr.	Mobile,	Mobile,	Liverpool,	50,000
Schr.	Mary Cobb,	New York,	Portland,	6,000
Schr.	*Mt. Spring,	(Whaler)	—	15,000
Ship	Mariner,	Liverpool,	New Orleans,	70,000
Schr.	M. Burgess,	New York,	Martinique,	15,000
Brig	Motto,	Darien,	Boston,	10,000
Bark	Mary Varney,	Norfolk,	Guadaloupe,	12,000
Bark	Mermaid,	Bombay,	China,	60,000
Str.	Madonna,	Ohio River,	—	22,000
Ship	Mary Taylor,	Talcah'no,	Sydney,	40,000
Schr.	Martha,	St. Andrew,	Indianola,	15,000
Schr.	Ned,	Wil'gton,	New York,	5,000
Ship	North. Crown,	Liverpool,	Philadelphia,	18,000
Schr.	*North Light,	Aux Cayes,	Boston,	12,000
Schr.	N. Chester,	Savannah,	New York,	15,000
Brig	Naratiska,	St. Jago,	do.,	5,000
Ship	New York,	New York,	Mobile,	60,000
Brig	*Neptune,	Baltimore,	Havana,	12,000
Schr.	Nan. Plaisted,	Geo'town,	Boston,	9,000
Bark	Occident,	B. Ayres,	Portland,	40,000
Ship	Ocean Home,	N. Orleans,	Rotterdam,	6,000
Bark	*Olivia,	Cardiff,	Savannah,	60,000
Ship	Ocean Pearl,	New York,	Havre,	6,000
Schr.	Ophir,	Norfolk,	Portland,	6,000
Str.	Osprey,	S. Martha,	New York,	45,000
Brig	Ocean Bird,	Halifax,	Liverpool,	35,000
Ship	*Ocean Queen,	London,*	*New York,*	200,000
Schr.	Plandome,	Savannah,	New York,	5,000
Schr.	Pacific,	Wash'ton,	do.,	6,000
Bark	*Peacock,	Salem,	Mauritius,	15,000
Bark	*Pritis,	B. Ayres.	New York,	100,000
Ship	Pioneer,	Antwerp,	Baltimore,	75,000
Str.	Plym. Rock,	Stonington,	New York,	18,000
Ship	*Potomac,	New York,	Australia,	75,000
Ship	President,	Liverpool,	Boston,	90,000
Str.	*Pacific*	*do.*	*New York,*	1,500,000
Ship	Pantheon,	(Whaler)		15,000
Brig	*Rivulet,	Philadelphia,	Aspinwall,	12,000
Bark	Regatta,	New York,	Constantinople,	—
Ship	Red Gauntlet,	do.	San Francisco	10,000
Ship	R L. Gilchrist,	New Orleans,	Liverpool,	40,000
Ship	Ravenswood,	Havre,	New York,	60,000
Schr.	Rainbow,	New York,	Corpus Christi,	15