The Mulligan and Riviere Affair of Honor.

TO THE EDITOR OF THE HERALD.

682 BROADWAY, New York, Oct. 5, 1859.

In accordance with the promise of my note of yesterday, I will, as briefly as I can, give a true account of the leading circumstances which transpired in the recent difficulty between Mr. William Mulligan and Mr. H. A. De Riviere, and I hope I will be excused for appearing thus in print by the plain necessity of correcting the false statements which De Riviere and his two friends, Smecchia and Prati, have put forth during the temporary absence of Mr. Mulligan from the city.

The first news that I had that a rencontre had taken place between Mr. Mulligan and De Riviere came to me from Mr. Mulligan on Friday last, who informed me that on the previous evening De Riviere, accompanied by two friends, had advanced to greet him in a public house, but that, having notified De Riviere some time previous not to attempt to seek such recognition, he spurned him with expressions of contempt, and subsequently pulled the moustache of one of the other two as a rebuke to him for holding his hand threateningly under his coat, as if he intended to draw a weapon; that the party went away declaring they would call on him for satisfaction, and that, in accordance with that declaration, they had sent a person to wait upon him with a challenge from De Riviere, and also an alternative challenge from the person whose moustache he had pulled in case Mr. Mulligan should not be willing to recognise the claims of such a person as De Riviere. The object of Mr. Mulligan in calling on me with this communication was to have me act for him in the matter, and I cheerfully assumed the responsibility he wished. It was a request which I did not feel at liberty to refuse to a brave man who had served under my command as sergeant of dragoons throughout the Mexican war, and I was the more happy to sustain him when I was informed that the whole reason why he so grossly spurned De Riviere was, that that person, in addition to his conduct in the Blount affair, had been reported to have made a wholesale slanderous remark in public against the character of American women.

The person who was chosen by De Riviere (M. Prati) was then referred to me, and we met on Saturday at 12 M. to discuss the matter. After some conversation I told him that Mr. Mulligan would give De Riviere a meeting, but we required a written challenge before we could proceed. This, however, was strongly objected to on their part, on the ground, as they said, that it would compromise them with the law; and we, being desirous of leaving no obstacle in the way of their wishes, waived that right. It was then agreed between us, on my proposition, that the principals should fight with Colt's revolvers, navy size, at a distance of fifteen paces, with the right to either party to advance on his adversary after the first fire. This main condition being fixed and disposed of, it remained for us as the challenged party to also name the place of meeting. In pursuance of that right we named Canada. They, however, objected to Canada, whereupon, supposing that the expense of the journey might possibly be the cause of their objection, I suggested, with as much delicacy as I could, that if want of money were the reason, we had fifty or a hundred dollars at their service; but their answer was, they knew nothing about Canada, and wanted to fight nearer at hand and on that afternoon. Though they had no right as the challenging party to thus dictate terms, Mr. Mulligan directed me to concede anything rather than baulk their humor; and Mr. Prati left me to return at one o'clock and let me know when they would be ready to start; and we, now supposing that they were really in earnest, engaged the services of a surgeon to attend us on the ground. At one o'clock P. M. Prati returned and asked the privilege of a postponement until three o'clock; but this I objected to, as the hour would be too late for the long ride which we would have to take. Mr. Prati, however, was so urgent, that we waived our rights again, but notified him to be sure to have his principal ready to start at three, without further loss of time. At three we were awaiting them with our surgeon at the appointed place, but they only appeared to ask the privilege of still another hour's postponement, and of even a quarter of an hour beyond that, as the last margin they would desire. We of course protested strongly against their thus taking advantage of our previous concessions; but being willing to allow them the utmost latitude, and beginning, too, to be a little curious as to what they really intended to do, we gave them till a quarter past four o'clock, at which hour we were all to start for the Weehawken ferry at the foot of Forty-second street, and when on the other side to seek as soon as possible the most convenient place. At four o'clock they gave the signal they were ready, and drove off towards the ferry, and we followed, stopping only on our road to take in the surgeon, who, after three o'clock, had returned to his office. This stop, however, cost us the loss of one boat, and we suffered a delay at the ferry of just half an hour.

There was in my coach, besides my principal, the surgeon and myself, but one other person, though another coach, containing three gentlemen, followed us on board. On arriving on the Jersey side we found Mr. De Riviere and Prati and Smecchia awaiting us at a tavern by the road side; and before starting up the hill, one of the gentlemen in the coach that had followed us, inquired of Mr. Prati if there would be any objection for them to be present on the ground. No objection was made, and we started in our coaches up the hill, followed also by a wagon containing two other persons whom we found at the tavern on the Jersey side, where De Riviere and his friends had been awaiting us. These, and the three hack drivers who conveyed us severally to the ground, were all the persons who were present. On getting out of our coaches, which was a half past five, with the sky heavily clouded up, I was at once met by M. Prati with an objection to the distance that had been fixed upon, accompanied by a request on their part that it should be increased from fifteen to thirty paces. I promptly resisted this new invasion of our privileges, told Mr. Prati that we would submit to no alteration of the terms that had been fixed upon, and said I was at a loss to conceive why they should wish the distance increased, now that it was growing rapidly dark, when fifteen paces had been thought wide enough apart at mid-day. Mr. Prati went to his principal frequently, consuming much time, but always came back to say that De Riviere would not consent to fight at less than thirty paces. "Very well, sir," then said I, "if M. de Riviere will not adhere to the terms he has agreed on, or wishes to withdraw his challenge, we have nothing more to say; we have received no injury, and we are here, not seeking satisfaction, but in obedience to your call, ready to give satisfaction to you, and, if you do not want it, that is your own affair." Upon this Mr. Prati went back to De Riviere, and after some talk, during which it began to rain and grow quite dark, he returned to me again and said that De Riviere would agree to exchange one shot at fifteen paces, but that the remainder must be fired at thirty. I, however, would not suffer a presumptuous dictation of this sort, and told him positively he must begin to fire at our distance, and not increase it till the affair was closed.

Mr. Prati, thereupon, finding his principal to be intractable, said he washed his hands of the affair; whereupon Mr. Smecchia came forward and proposed to compromise on twenty and thirty paces, by putting these two numbers in a hat and fixing the distance by the first drawn out. I replied that I did not come over there to settle the affair by lottery, and that having been engaged in making concessions all day, I would hear of no further encroachment on our rights, and that I hardly knew how to understand the demand of a party asking satisfaction to increase the distance. Seeing that I was firm, De Riviere then requested to speak to me, and after stating it was too dark to proceed further with the business that day, asked me if I would consent to meet another representative of his that evening after we returned to town. I did consent, an hour and place were fixed, and having then no further business to transact in Jersey on that afternoon, I ordered my coach to be driven to the ferry. How long De Riviere and his friends remained behind in the dark, and what they remained for, after their own adjournment, I do not know.

The remainder is soon told. I met De Riviere that evening between eight and nine o'clock, but he stated he had not yet provided himself with a new friend, and asked still further time. I then gave him my address and told him when he wished to communicate with me again he might do so by sending me a note. On the next day (Sunday) he sent me the following:—

CAPTAIN LEWIS—DEAR SIR:—For reasons that you will appreciate, I do not wish to be seen to-day in the streets or any public place in New York. You would confer a great pleasure to me, if you would take once more the trouble of walking as far as Bleecker street, where I shall be at any time you like best. Yours, respectfully,

CAPT. H. A. DE RIVIERE.

In accordance with the request of this note, I called on De Riviere on Sunday afternoon, when his whole purpose was to tell me he had not found another friend to act for him. This is the last time I saw him or heard from him in the matter, until, while patiently and quietly awaiting further overtures on his part, I read his untrue and unwarrantable statement in your paper of Tuesday morning last. This, sir, is a true account of the affair between Mr. Mulligan and Mr. De Riviere as far as it came under my observation, and I have only to add, in conclusion, that it will require the statements of persons of better standing than Mr. De Riviere and those who sustained him in his recent card, to impugn the courage of a man like Mr. Mulligan, who served his country with distinguished credit in numerous battles, and of whom General Lane recently testified in court that a "braver soldier never drew a sabre."

LORENZO LEWIS.

P. S.—It having been stated by De Riviere in his card that on arriving at the ground we proposed to change the weapons from revolvers to single barreled pistols, it is proper for me to state that we took with us a pair of duelling pistols, to provide against the possibility of the revolvers not corresponding with each other, in order that under any circumstances we should be sure to have a fight. L. L.

FINANCIAL AND COMMERCIAL.

WEDNESDAY, Oct. 5, 1859.

The money market is firm at the late advance. The brokers are borrowing at 6 a 7, according to the nature of their securities, and their arrangements with lenders; in open market the rate is nearer 7 than 6, though on federal or State securities money can be had easily at the latter rate. At the discount houses, rather more paper is offering, in consequence of the prudent policy pursued by many of the banks; rates do not vary from those current yesterday. Very prime short paper still goes at 6½ a 7; first class, endorsed, four a six months, 7 a 8, the latter figure being nearer the rate than the former; single names, first class, 8 a 10; names less generally known, and over six months, 9 a 12. The market still fails to give out the usual indications of a permanent advance in rates; the amount of money seeking employment is still in excess of the amount of paper seeking discount.

There is nothing in foreign exchange to-day. The domestic exchanges, in the West and South, are gradually becoming less favorable to the city. The operations of the Chicago bankers, by which exchange on New York was kept at two per cent, have culminated at last; Eastern exchange in that city promises soon to rule at or below one per cent. At Chicago and St. Louis the rate is such that specie cannot profitably flow eastward. New Orleans has not yet begun to draw specie from New York; the tide may be expected to set in that direction by the end of the month.

There was a partial collapse in the stock market today, caused chiefly by free sales of New York Central stock by old and new holders. It seems that some of the original Albany stockholders resolved, yesterday, to sell out their interest, amounting to several hundred or thousand shares; besides this, parties who have latterly been buyers on speculation put their stock also on the market this morning. The consequence was a general decline in prices, which, when it reaches a certain point, and the new stock finds a resting place, may lead to fresh speculation. In the meantime we have to record lower prices than yesterday throughout the list. New York Central opened this morning at 79¾, a decline of one half per cent since last evening, sold down to 78¾ at the first board, and to 77¾ in the street; sold at 78¾ in the afternoon, and closed at 78¾ bid. This stock is suffering from the necessary reaction from the exaggerated accounts of September earnings lately circulated through the press. The Western stocks were all lower. Galena opened at 72¼, sold down to 72, and closed at 71¼ bid. Rock Island opened at 65¾, sold down to 64¾, and closed at 64¾ bid. Toledo and Southern guaranteed both sold in the morning as low as 20¼. Pacific Mail tumbled down to 75, closing at 74 bid. The intelligence given below seems to have startled some of the stockholders. State stocks were pretty steady, without much business. In bonds little or nothing was done. In the afternoon the market closed unsettled at the following quotations:—Missouris, 93⅝ a ¾; Canton, 17 a 18; Cumberland Coal, 12¾ a 13; Pacific Mail, 74 a ¾; New York Central, 78¾ a ¾; Erie, 4¾ a 5; Hudson River, 34¼ a 35; Harlem, 9¼ a ¾; Reading, 41¼ a ¾; Michigan Central, 42¼ a ¾; Michigan Southern, 4¼ a 5; do. guaranteed, 20¼ a ¾; Panama, 117 a ¼; Illinois Central, 66 a ½; Galena and Chicago, 71¼ a ¾; Cleveland and Toledo, 20¼ a ¾; Chicago and Rock Island, 64¾ a 65.

The California mails were sent to sea to-day (as intimated in this morning's HERALD) in Vanderbilt's steamship, the Northern Light, for Aspinwall. It seems that the Johnson party were at the last moment unable to satisfy Mr. King, of the Post Office, of their capacity to carry the mails under the contract; the bargain between Johnson and the Department was therefore annulled by mutual consent, and Johnson's sureties were liberated. The mails have been given to Vanderbilt under the conditional contract lately made with him by the Department, and which is to last nine months. The opposition will therefore last that period at all events. Vanderbilt will, we believe, carry the mails via Panama until the opening of the Nicaragua route, an event which we are led to believe may perhaps be shortly expected. It need hardly be added that the St. Louis did not sail today for Aspinwall. From what we hear, it seems doubtful whether the principal parties in the "Atlantic and Central American Transit Company" seriously expect her to perform the voyage. The whole transaction sheds but little credit on the system by which the mail contracts are at present awarded. From first to last, no one in this city possessing a practical acquaintance with steamboat management and Central American affairs ever expected the Johnson contract to be carried out.

The railroad earnings for the month of September are coming in slowly. The following are the estimated earnings of September, 1859, as compared with the estimated earnings of the same month of 1858 (the amounts in both cases prove somewhat short of the fact, when the year's accounts come to be made up).

Railroads.	Sept., 1858.	Sept., 1859.	Increase.	Dec'e.
Galena	$161,949	212,260	50,311	—
Rock Island	89,111	114,788	25,677	—
Cleveland & Toledo	83,283	72,995	—	10,388
Hudson River	140,871	156,972	16,100	—
N. Y. & N. Haven	70,344	90,554	20,209	—
Michigan Southern	220,000	170,000	—	50,000

It is but just to the Cleveland and Toledo and the Michigan Southern to state that their earnings were seriously affected during the month by the strike on the latter road. Within the past few days, too, both roads have suffered considerably from the effects of the storm. The indications are that these roads will not yet feel the effects of the crop, though their winter business cannot but be considerably greater than that of last year. The working expenses on all these roads are said to be much less than they were a year ago. The freight receipts on the Toledo have been for the past two months in excess of those of 1858; the falling off in September was in passengers.

The following table shows the last bank statements of the four leading cities of the Union:—

	Loans.	Specie.	Circulat'n.	Deposits.
N. York, Oct. 3	$118,208,752	19,259,126	8,537,702	70,512,105
Boston, Oct. 4	35,735,800	3,195,900	6,024,600	19,166,000
Philad'a, Oct. 3	25,679,479	5,321,153	2,749,446	15,560,755
N.Orleans, Sep. 24	27,228,246	12,601,591	9,269,704	17,069,456
Totals	$224,852,077	42,377,370	27,051,452	122,618,316

The following table will show the bank movement in these four cities since January 1:—

Date.	Loans.	Deposits.	Specie.	Circulat'n.
Jan. 1- 8	$225,841,000	156,555,000	58,710,000	27,382,000
Feb. 5-14	236,530,000	149,676,000	54,444,000	28,921,000
Mar. 5-12	234,245,000	149,367,000	54,648,000	30,071,000
Ap'l 2-11	238,536,000	151,487,000	56,981,000	32,443,000
May 7-15	235,086,000	151,173,000	53,848,000	31,357,000
June 4-13	225,202,000	135,905,000	48,913,000	30,167,000
July 9-18	221,447,000	128,214,000	46,169,000	29,028,000
Aug. 6-13	217,855,000	110,491,000	44,007,000	27,815,000
Sep. 10-19	223,765,000	123,544,000	45,096,000	27,428,000
Sep. 17-26	224,237,000	125,419,000	44,086,000	27,078,000
Sep. 24-Oc. 4	224,852,000	122,618,000	42,377,000	27,051,000

The banks continue to lose specie. The average now is reduced very low, and will probably not fall much lower. We regret to find the aggregate loans increased. The banks of Philadelphia and Boston are proving themselves to be as much in need of supervision as our banks here.

The Arabia from Boston to-day took out $100,000 only.

The exchanges at the Bank Clearing House this morning were $23,678,129 28, and the balances $1,368,063 16.

The business of the Sub-Treasury to-day was as follows:—

Total receipts	$158,707 50
—For customs	106,000 00
Total payments	220,927 61
Balance	4,919,042 39

The statement of the Pittsburg banks for the week ending Oct. 3 was as follows:—

Banks.	Circulation.	Specie.	Loans.	Deposits.
Pittsburg	$263,216	411,943	1,730,943	627,997
Exchange	487,140	197,844	1,482,871	275,038
Merch. & Manf.	266,842	109,749	875,672	289,565
Citizens'	119,500	55,756	574,148	59,153
Mechanics'	208,760	105,806	698,344	68,705
Iron City	261,535	111,295	692,085	177,295
Allegheny	209,600	80,690	695,802	106,450
Total	$1,808,293	1,072,083	6,749,865	1,604,173
Previous week	1,781,973	1,042,775	6,680,029	1,596,295
Increase	$26,420	30,308	60,826	7,878

The following dividends have been declared:—The Firemen's Insurance Company, a dividend of ten per cent, payable on the 12th inst.; the Planters' Bank of Tennessee, an extra dividend of five per cent, payable to the New York stockholders by the Manhattan Company.

In relation to the copper stocks the Boston Post remarks:—

What the Minnesota is actually earning, whether the Cliff Company will pay a dividend in February, how the Pewabic will stand next spring, whether the Rockland and National, be they ever so good, are worth half as much as the Minnesota, how fast or how slow towards dividend is the progress of the Quincy, and how much will the Franklin need in assessments, are some of the questions that are daily asked. Some answer them one way and some another. Now, all of these stocks appear to be cheap for a long purchase; but none seem to justify any present rush after them at quotations. Of the low priced copper there is nothing new. The tone of the market is against their advance; and there seems to be nothing in their recent facts to overcome the tendency to dulness and decline.

We read in the Cincinnati Gazette of the 3d:—

Approved paper continues to meet a ready sale at 10 a 12 per cent, first class securities being placed without difficulty, both in and outside of bank, within this range; but the offerings are graded by a pretty high standard, and of paper that falls below first and second class there is an excess, and for the latter particularly, the market is stringent. There was a better supply of Eastern exchange on Saturday, and the demand was freely met at ⅛ premium. Drafts on all Eastern cities were bought generally at ⅛ premium, though there were sales of Baltimore in some cases at 45. New Orleans was inactive at par buying and ⅛ premium selling. The local demand for gold continued light at quotations. The offerings of bills were small. We quote 6 a 9 for Eastern, and 4 a 12 for New Orleans. Prime 60 and 90 day paper on the latter city sells at equal to 9 per cent.

Stock Exchange.

WEDNESDAY, Oct. 5, 1859.

$3000 U S 5's, '74	102¾	100 shs Reading RR	42¼
7000 Tenn 6's, '90	87¼	200 do	42¼
1000 Virginia 6's	94	400 do	42
11000 Missouri 6's	83¾	300 do b60	42¼
5000 do s10	83¾	350 MichSo&Nlag'dsk	20¾
5000 do	83¾	200 do	20¼
500 Ill Cen RR bds	84¼	120 Panama Railroad	117
5000 H&StJRRb ex in	63¾	50 do s60	116½
7 shs Bk America	110¾	300 Illinois Cent RR	66
6 Bk State N York	100	50 do s30	66
10 American Ex Bk	102	100 do b60	66¼
50 Cum Coal pre s60	12½	560 Gal & Chic RR	72
10 Pac Mail SS Co	76	100 do b15	72
655 do	75	250 do s10	72
100 do b30	75	150 do s15	72
200 do	75¼	100 do s30	72
100 Indianapolis&CRR	49	100 do	72¼
1850 N Y Central RR	79	50 do b15	72¾
100 do b60	79¼	100 do s10	72¾
500 do	79¼	100 Clev& Tol RR b10	20¾
600 do b60	79¾	100 do	20¼
1550 do	79¼	50 do	20¾
250 do s30	79	50 Chic &Rk Isl RR	65¾
150 do b30	79¼	150 do	65¼
50 do b10	79¼	150 do	65¼
300 do s10	79¼	950 do	65
550 do s15	79¼	150 do s30	64¾
250 do c	79	450 do s10	65
450 do s10	79	150 do s30	65
200 Hudson R RR	34¾	50 do b10	65
200 do	34¾	50 Mill & Miss RR	53
100 Harlem RR	9¼		

SECOND BOARD.

$2000 U S 5's, 1874	102¼	100 shs Har'em RR	9¼
5000 Louisiana 6's	93	100 Reading RR b30	41¾
3000 California 7's	92¾	500 do	41
4000 Tenn 6's, '90	87¾	500 do b30	41
1000 Brooklyn C W L	100	50 Ill Cen RR	66
8000 E RR 5th m bds	30	100 do	66¼
2000 North Car 6's	97	50 Michigan Cen RR	42¾
2550 Ill Cen RR bds	84¾	50 Mich So & N I g s	29
50 shs rac M SS Co	74¾	100 Gal & Chi RR	71¾
10 Erie RR	43¾	200 do	71¾
100 N Y Cen RR	78¾	100 do	71¼
200 do 2d	78¼	900 do	71
950 do s3	78¼	300 Clev & Toledo RR	20¾
100 do b4	78¼	450 Chicago & R I RR	64
200 do b30	78¼	100 do b60	64¼
100 do s30	78¼	100 do	64¼
100 do s3	78¼	100 do	64½
200 do s60	78	100 do b60	64¾
100 do b60	78½	600 do	65
1200 do c	78¼	100 do s15	64½

CITY COMMERCIAL REPORT.

WEDNESDAY, Oct. 5—6 P. M.

BREADSTUFFS.—Flour—The market was again heavy and lower, and closed at a decline of about 5c. a 10c. per bbl. There was a fair demand, however, at the concession, and purchases were pretty freely made both for the local and Eastern trade, with some purchases for export. The transactions footed up about 12,000 bbls., closing within the following range of prices:—

Sound old and new superfine State	$4 45 a	$4 50
Extra State from old and new wheat	4 55 a	4 75
Old and new superfine Western	4 45 a	4 55
Old and new common to choice Western ex.	4 75 a	6 50
Extra Genesee	5 25 a	6 20
Mixed to straight Southern	5 15 a	5 45
Straight to good extra do	5 55 a	7 00
Choice extra family and bakers' brands	7 00 a	8 40
Rye flour	3 70 a	4 40
Corn meal, Jersey and Brandywine	4 00 a	4 30

—Canadian flour was dull, and sales embraced about 400 bbls. at $5 a $5 20. Southern flour was heavy, and prices easier for some grades. The sales embraced about 1,200 bbls., closing within the range of the above quotations. Rye flour was in good supply, with sales of about 175 bbls., within the range of the above quotations. Corn meal was firmly held at our figures, while sales were light. Wheat was in some better request, including some demand and purchases for export. The transactions embraced about 35,000 bushels, including mixed Kentucky at $1 30, white Michigan at $1 25 a $1 30, amber colored Southern at $1 12½, and Milwaukee club at $1 05; white Canadian at $1 22½, and good Southern red at $1 21½, with Chicago spring No. 1 and 2 at 95c. a 96c. Corn—The sales embraced about 15,000 bushels, including yellow Southern at 94c. a 96½c., and mixed Western at 93c. Rye was steady, with sales of 1,500 bushels at 82c. Barley was lower, with sales of 1,200 bushels two-rowed State at 85c. Oats were in fair request, with sales of State at 42c. a 42½c., and Western and Canadian at 42½c. a 43½c.

COFFEE.—Sales of 1,000 bags of Rio were made at 11c. a 11¼c.

COTTON.—The market continued heavy, and closed at slightly easier rates. The transactions embraced about 800 bales, in lots, on the basis of the following quotations:—

NEW YORK CLASSIFICATION.

	Upland.	Florida.	Mobile.	N.O.& Texas.
Ordinary	9	9	9	9
Middling	11¾	11¾	11¾	11¾
Middling fair	12¾	12¾	12¾	12¾
Fair	12¾	12¾	13	13½

FREIGHTS.—Rates were steady. To Liverpool, 5,700 bushels wheat, in ships' bags, were engaged at 5s. 2d.; 300 bales of cotton, at 7-32d. a 1-4d.; 500 boxes cheese, by steamer, at 44s.; and 1,550 bbls. rosin, at 2s. a 2s. 1½d. To Glasgow, 12,000 bushels wheat were engaged at 8d., in ships' bags. To Bremen, 500 bbls. rosin were engaged at 1s. 8d., and 200 bbls. shoe pegs at 2s.

HAY.—Sales of 1,200 bales were made at 65c. a 70c.

IRON.—Sales of 250 tons Scotch pig were made at $23 a $24.

LIME.—The market was steady, with sales at 70c. a 95c. for both sorts.

MOLASSES.—Sales of 100 hhds. Cuba muscovado were made at 26c., and 15 hhds. tank bottoms at 3½c.

NAVAL STORES.—Sales of 1,500 bbls. rosin were made at $1 52½, afloat, and 400 do. spirits at 47c. a 48c.

OILS.—Linseed was steady, with a fair amount of sales, at 57c. a 55c.; fair to good selected was firm at 47c. a 50c.; and sperm at $1 35 a $1 38, with a fair amount of sales.

PROVISIONS.—Pork—There was a slight reaction in the market, and holders exhibited more firmness. The sales comprised about 500 bbls., including mess at $15 43¾ a $15 50, old do. at $15 25, clear mess at $17 50, and prime at $10 37½ a $10 50, and about 250 bbls. mess were sold, deliverable all this month, sellers' option, at $15 25. Beef was irregular, while the sales embraced about 175 bbls in lots at unsettled quotations. Beef hams ranged from $15 a $17. Cut meats were quiet at 8c. for shoulders, and 9c. a 9¼c. for hams. Lard was firmer, with sales of about 500 a 600 bbls. at 11c. a 11½c. Butter was in steady request at 12½c. a 16c. for Ohio, and at 16c. a 22c. for State. Cheese was in fair demand at 8½c. a 9½c.

RICE was quiet at 3½c. a 4c.

SUGARS.—The market was firm and tolerably active. The sales footed about 1,300 hhds. Cuba muscovado, chiefly grocery goods, at 6c. a 6¾c. and 32 do. sold at 5¾c., and 35 do. Porto Rico at 7½c., and 1,000 boxes, part within the range of 7¾c. a 8½c., and the remainder at p. t.

TALLOW.—The sales embraced about 13,000 lbs. at 10½c. a 10¾c.

TEA.—The public sale which was held to day drew a fair company, but the quality of the lots offered were less attractive than those of the previous, and hence the competition was less animated. The catalogue embraced about 2,682 half chest greens and 1,950 do. blacks. All the former were sold, while a large portion of the latter were of inferior goods, and were passed.

WHISKEY.—The market was firmer, with sales of about 500 a 600 bbls., at 28c.

MARITIME INTELLIGENCE.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	6 01	MOON SETS	morn 12 40
SUN SETS	5 35	HIGH WATER	morn 3 58

Port of New York, October 5, 1859.

CLEARED.

Steamship Baltic, Gray, Aspinwall—North Atlantic Steamship Co.

Steamship Northern Light, Tinklepaugh, Aspinwall—D B Allen.

Steamship Quaker City, Shufeldt, Havana—Hargous & Co.

Steamship Columbia, Berry, Charleston—Spofford, Tileston & Co.

Ship T J Roger, Patten, Charleston—C C Duncan & Co.

Bark Florida, Munday, Aspinwall—J R Dow.

Bark Antagonist, Davis, Guayama—Miller & Houghton.

Bark P Lacoste, French, Mobile—N H Brigham.

Bark R H Gamble, Powell, St Marks—Smallwood, Earle & Co.

Bark Wenham, Wedge, Baltimore—I Demarest.

Brig Ben Campbell, Moulton, Sierra Leone—Beerwith & Rockwell.

Schr Sir Colin Campbell (Br), Viguers, Halifax, NS—H G Donovan.

Schr Alvira, Brannin, Wilmington—J Hand.

Schr Arcola, Corson, Norfolk—S Godwin.

Schr J Preston, Kelly, Tappahannock—Master.

Schr Philadelphia, Chase, Providence—H S Rackett.

Sloop Southport, Gladwin, New Haven—Master.

Steamer Mars, Nichols, Philadelphia.

ARRIVED.

Steamship Cahawba, Smith, New Orleans, Sept 27, via Havana 30th, with mdse and passengers, to Livingston, Crocheron & Co. Sept 29, at 4 PM, I mile from Moro Castle, signalized steamship Moses Taylor, hence for Aspinwall; 2d inst, lat 31 56, lon 78 42, ship Amelia, steering E; 4th, lat 36 28, lon 74 54, bark Louisa, of Philadelphia, steering N.

Steamship Yorktown, Parrish, Norfolk, &c, with mdse and passengers, to Ludlam & Heinsken.

Ship Francis B Cutting, Post, Bristol, Aug 24, with railroad iron, to Post, Smith & Co. Sept 22, lat 44 20, lon 51, saw ship Chace, from Sunderland for New York; 1st inst, Nantucket Shoals bearing NNE 40 miles, spoke ship Niagara, from Bath for New Orleans.

Brig Onward (Br), Higgins, Picton, 10 days, with coal, to C A Dewolf.

Brig Henry Lawrence (of East Machias), Johnson, Jacksonville, 11 days, with lumber, to Peck & Church. Sept 30, off Hatteras, spoke schr Tuisco, of New London, bound S.

Brig Emily, Saunders, Rondout for Portland.

Schr Ellicott, Monroe, Wilmington, NC, 7 days.

Schr Pauline, Broadstreet, Newbern, 7 days.

Schr R M Price, Hobart, Beaufort, 7 days.

Schr Fannie, Logan, Great Egg Harbor, 3 days.

Schr Anna Taylor, Wells, Elizabethport for Galveston.

Schr Dart, Phillips, Ringsbridge for Taunton.

Schr J W Pierce, Longstreet, from wreck of brig M B Davis, ashore near Squan, with mdse.

Sloop New World, Ely, Rondout for Providence.

Steamer Kennebec, Hand, Philadelphia.

Steamer Osprey, Kenney, Providence.

BELOW.

Two barks, unknown.

SAILED.

Steamships Baltic, and Northern Light, Aspinwall; Quaker City, Havana; Columbia, Charleston.

Wind during the day from N to S, light.

Telegraph Marine Report.

HIGHLANDS, Oct 5, sunset—No inward bound vessels in sight. Wind SE, light; weather clear.

SANDY HOOK, Oct 5, sunset—No vessels in sight, bound in. Steamships Quaker City, for Havana, passed the bar at 4:05 PM; Northern Light, for Aspinwall, at 4:25; Baltic, for do, 4:45. Wind S, light; weather hazy off shore.

Miscellaneous.

SHIP ROME, Lowell, of Bath, before reported on fire at St Thomas, was burned to the water's edge in twenty-three feet of water on the night of the 16th. Her sails and rigging were saved. (The R was built at Bath in 1847, was 672 tons burthen and owned by Wm Y Moses and others.)

FOR SAN FRANCISCO—The superior clipper ship Good Hope, Capt Miller, at foot of Wall street, will receive freight for only a few days longer, when she will be despatched for San Francisco. Wm T Coleman & Co are loading this ship at 25 cents per foot.

BR SHIP FOREST MONARCH—On the morning of the 5th Sept. at daylight, the schr Flyaway picked up two boats off Monterey harbor containing the captain, first mate and fourteen seamen, being part of the crew of the English ship Forest Monarch, which was wrecked on her passage from San Francisco to Puget Sound. The ship sprung a leak about a thousand miles out, and after putting her head for land and running about two hundred miles, went down, giving the captain and crew barely time to get into their boats. A third boat, containing the second mate and six men, was met by the schr Cochiet, and brought to San Francisco. Mr Ballardie, second mate, furnishes the following account of the wreck:—The Forest Monarch, Capt Anderson, left San Francisco for Puget Sound August 17. Tuesday, 24th, sprung a leak. All hands were called to the pumps, and aided by the engine the water was kept from increasing until Thursday morning, when the water gained on the pumps against the unceasing efforts of the officers and crew. On Friday afternoon got the boats out and put provisions and water in them, not expecting that the ship would float until morning. All hands got into the boats, dropped astern and lay to all night. In the morning boarded her, and found the water over the lower deck. She was then set on fire, when the boats bore away for land. As near as could be guessed the ship when deserted was 600 miles from the coast and 190 miles to the southward of San Francisco. Capt Anderson, the carpenter and ten of the crew were in the long boat. Mr Macfie, chief mate, with three of the crew were in the gig (which was in tow of the long boat). Mr Ballardie, second mate, the boatswain, cook and four of the crew were in the lifeboat, being twenty-three all told. The boats were in company until Tuesday, 30th, when the lifeboat lost sight of the others, and after a passage of nine days from the ship was picked up by Capt Bruce, of the schr Cochiet, who rendered the crew every kindness and attention that humanity could suggest.

SHIP OCEAN EXPRESS, Willis, struck on Punta Diablo at noon on the 6th ult, during the prevalence of a dense fog which enveloped the headland. The ship was beating out of San Francisco harbor, the pilot, with Capt Willis and his officers and crew being upon deck, when the lookout shouted "Land, oh!" and it was suddenly deserted looming just over the lee bow. The sails were immediately thrown aback, but the ship was under so much headway that she slid her bow high up on the land. Fortunately there was no swell, and she rested to one side and glided back into deep water. The pumps were sounded and the ship found leaky, whereupon she was taken back to San Francisco, and afterwards towed to Mare Island to be placed in Dry dock. Another account says:—"The ship returned and anchored near the shore; finding that her own pumps would keep her free, as she was leaking one foot per hour, it was not necessary to lay her on the mud. She has since been taken on the dock, and about 15 feet of main stem and fore part of main keel found badly bruised, copper forward wrinkled, woodends for some 10 or 15 feet bruised and started; her apron is sound, and she has sustained no serious internal injury. The ship will be stripped and the above damages made good, at a cost of about $15,000."

SCHR SENATOR, of Ellsworth, bound to Boston with a cargo of wood and oil, was run into off Isle of Shoals about 3 AM on Wednesday last, by an unknown brig, cutting down her cabin house and quarter timbers. She was taken in tow three hours after by schr Diadem off Eastern Point, capsized, and righted after cutting away her masts. She was brought into Gloucester 4th inst by a fishing schr.

Pilot rent Edwin Forrest, No 13, on the 24 inst, 80 miles E of Sandy Hook, picked up a black buoy marked "South Shoal," belonging to the Nantucket Lightship.

The steamtug Satellite on Tuesday evening started for Aquan with a supply of camels, for the purpose of making an effort to raise the brig Mason B Davis, ashore near that place.

Brig W H Brune, 223 tons, late of Baltimore, has been sold in Rio Grande, and is now under the Brazilian flag.

LAUNCHED—At Calais on the 30th ult, a fine bark of 400 tons, called the Villafranca, and a schr of 150 tons, name not recollected.

Whalemen.

Sld from New Bedford 4th inst, ship Charles W Morgan, Hamilton, North Pacific Ocean; bark (late ship) Falcon, Mayhew, Atlantic Ocean.

Spoken, &c.

Bark Oasis, Beals, hence June 19 for Zanzibar, Aug 24, lat 22 36 S, lon 35 52.

Brig Charles Miller, from Boston for ——, Oct 3, Cape Cod NW 40 miles.

Tele Star, from Philadelphia for Laguayra, Sept 21, lat 30 32, lon 76 37.

Foreign Ports.

CARDENAS, Sept 27—Arr brig Robin, Killiman, Frankfort; schr Sarah B James, Clark, NYork. Sld 24th, bark Samson, Robinson, Mobile; 27th, brig Mary E Milliken, Norden, Philadelphia.

CIENFUEGOS, Sept 21—Sld brig John Stevens, Five, NYork.

GIBRALTAR, Sept 5—Passed by, bark Martha, Hoffman, from Genoa for Baltimore.

HAVANA, Sept 25—Arr barks Sam Sheppard, Hathaway, Pensacola; Chilton, Luscomb, Portland; schrs Chas T Smith, Westerland, Charleston; Potomac, Arnet, Mobile; 26th, ship Chas S Pennell, Meicher, Liverpool; barks William, Williams, Mobile; Amanda, Hennis, NYork; 27th, steamship Philadelphia, Griffin, do; brig John Rich, Whaley, Mariel; 28th, bark Sierra Nevada, Linnekin, Antwerp; brig Handy King, Berry (or Brown), Falmouth.

Cld 27th, barks Escorlaza, Ryder, NYork; 28th, John Henry, French, Matanzas and Falmouth.

LOANDO, Aug 6—Sld bark Golden Era, Thorndike, Turks Islands.

MALAGA, Sept 8—In port barks Convoy, Castner, for NYork; Daniel, Eld