A Diabolical Conspiracy.

PLOT TO THROW A TRAIN FROM THE TRACK AND ROB THE EXPRESS AND MAILS—A SOCIETY OF BURGLARS, COUNTERFEITERS AND MURDERERS DISCOVERED—LETTER OF ONE OF THE CONSPIRATORS.

The Pittsburg *Post* of March 27 contains an account of a most diabolical plot to throw an express train from the track of the Pittsburg, Fort Wayne and Chicago Railroad for the purpose of robbing the express and mails.

Information having been received by the officers of the company which led them to believe that such a plot existed, the matter was put into the hands of Allen Pinkerton, an accomplished detective officer of Chicago.

His investigations led to the discovery of a regular organized gang of thieves, burglars, counterfeiters and murderers—criminals of the darkest dye.

One of his detectives gained the confidence of some of the members of this organization, and was admitted to their meetings. It was discovered that divisions of the gang existed at Loudonville, Lakeville, Massilon, Mansfield, Bucyrus, Upper Sandusky, Crestline, Galion, Columbus, Cleveland, &c., and that they were bold and reckless men, fit for any crime.

Also, that the parties suspected of the murder of Mr. Whaney, a respectable citizen of Loudonville, Ohio, who was brutally killed and robbed about four years ago, and of assaulting a brakeman of the railroad, were connected with the association. One of the principal conspirators and directors lives at Loudonville, and has manufactured large quantities of counterfeit money, by which means he has supplied his associates with funds.

While the detectives were engaged in this investigation and were waiting to get the conspirators fairly in the clutches of the law, the officers of the road were notified by the Postmaster of Pittsburg of the contents of a letter intended for a member of the gang, but by accident addressed to the Postmaster. We give the extraordinary document entire:—

GALION, March 21, 1861.

DEAR BOB—I am just in receipt of yours, and have glanced hurriedly over contents; find everything much to my liking. Can't imagine why Potevine acted so d——d foolish. I think Easty will answer the place much better.

You should have burned the body—think you had better do it soon, and be certain. You must send Sandy necessary instructions, but how will we do in regard to that letter you know Suck wrote to him some time since, and, I think, since he left?

It won't do to have it go to the dead office—can't you send and get it out soon?

I am in great haste, so you must excuse me for touching everything lightly. We have had a special meeting to take into consideration our railroad scheme. We have agreed upon a plan at last—one originated by Thompson. He has just returned from New York, and has brought us some small batteries—some rockets, disguises, &c. We are to sink powder under the track and ignite it by means of the batteries.

Between Lakeville and Loudonville is the place we selected for the mail train, and between Crestline and Upper Sandusky for the freight train. Then we are to destroy nearest bridges and telegraph, to prevent any possibility of assistance reaching them, and then we are to illuminate some of the nearest towns, so as to cause a general confusion.

We can then operate with perfect safety. We have another meeting on the 30th, at headquarters, to select suitable men; must come up with no fail, and send word to all your boys. You must excuse me for being so brief, as I have about twenty letters to write, and want to call in the boys that are out.

I am going down to Mansfield this evening to mail some of my letters, and I will just drop a line to the Postmaster at Pittsburg, and have him forward Potevine's letter, and that will be better than to send for it. I went to Mansfield last Friday and made some inquiries about that fellow you wrote about.

I saw him, and from your description and his knowledge of you and some of our men, I think I can say positively he is the same man. He told me himself that it was currently reported that he had been pardoned. He told me he had been in several years, and that he had sworn off. Said that he felt no ill will towards you or any one else; thought he would remain home this summer.

I think you had better go and see him yourself and you will have more influence than any one else—believe him to be a fitted sized pointed. Davy and Jess made a little effort here a few nights ago, but only got a few empty letters. Jess has gone to Newark and Davy is in Mansfield waiting a chance. I shall be in Crestline until the 30th; don't leave Massillon unless you first inform me.

Thompson and Fred and Jerry will stay at Cleveland. I will see Jeff and get you some money by Saturday; you can see your own men, and go with them to Lakeville, but do not inform them of our business; you can stop with Bill Wolf—he is one of our bridge men—but don't be seen by daylight; and before you do anything else select some appropriate names for your men, so we can distinguish them.

I had no time to use carpet, as it is so tedious, and I am so busy now. I will see Jimmy again, and see if he can be come at, and let you know.

We have enough boys on trains now, and shall not trust any more—plenty of girls now every place. George Cline visits Mansfield pretty often. Mrs. Shaw is his darling, but don't tell him I said so, or he may hustle that big business out. Yours, in fidelity, CHARLEY GRIMES.

Arrivals and Departures.

ARRIVALS.

LIVERPOOL—Steamship City of Baltimore—Mrs Tucker, Misses Maggie and Annie and Master Ellis Tucker, Mr Bailey and lady, Mr Jno Fazzano and lady, George Rizzo and lady, Messrs William and Edward Rizzie, Hugh Donohue and lady, Mr Adolphus, Miss Mason, Miss Burke, Mrs Comerford and friend, Miss Mary McAuliffe, John Raymond and lady, Right Rev R Connell, Rev Francis Blake, Rev John Mackin, Mr Leon Simpson, John Mackay, George S Harwood, John Gidley, Wm R Spencer, Francis Lopez, Carlos Kirkpatrick, George Mallinson, Edward Hope, Hy Gaillee, George Jackson, B Fitzpatrick, Wm Harty, John W Schmidt, Frank Solomon and lady.

RICHMOND—Steamship Yorktown—Wm Wooster W H Potter, Thos Cordial and lady, O H Scott, Miss Emma Desly, Miss M S Allen, H M Latlorop, Hy Salomonsky, Mrs Angel, F Lynch, Mrs S K Ayres, T C Senteen, S J Allen, Mrs Andrews and daughter, C M S Churchill and lady, M S Veghte, Mrs Capt Parrish, Jno Heck—and five in the steerage.

CARDENAS—Brig Toccoa—Francis Agrera.

MANZANILLA—Schr Caroline E Steele—Clarence Mikmah.

FINANCIAL AND COMMERCIAL.

THURSDAY, March 28—6 P. M.

The money market is without change. Paper ranges from 5 to 6 per cent, and is growing scarcer daily. The prospect is that three months after the Morrill tariff has gone into effect the bank discounts will have been reduced by the liquidation in business below $100,000,000.

In foreign bills very little is doing. Bankers ask 108 and 5.22½, but merchants are not active buyers.

The stock market opened this morning, as it closed yesterday, firm, but fell off as the business of the day progressed. The business in federal and State stocks was light; the new government sixes fell off ¼, while Missouris declined ⅛. Among railway bonds, Illinois Centrals and Michigan Southern firsts both improved a fraction. At the first board New York Central was steady; Erie advanced ⅜; Hudson River, ¼; Reading, ¼; Michigan Central, ⅛; Illinois Central, ¼; Cleveland and Toledo, ¼; Galena, ¼. In other descriptions there was no change. The contradictory news from Washington, with regard to the purpose of the government in relation to the Southern forts, indisposes the public from operating in stocks, and until something decided is known it must be expected that many people will hold aloof from the stock market. After the board the market was dull, and remained so till the close, the following being the last quotations:—United States 5's, 1874, 89 a 90; Indiana 5's, 89 a 90; Virginia 6's, 77½ a 78; Tennessee 6's, 75¾ a 76; Missouri 6's, 68⅛ a ⅜; Canton, 14¼ a 15; Cumberland Coal preferred, 7¼ a 8; Pacific Mail, 85 a ⅛; New York Central, 78⅛ a ⅝; Erie, 32 a ¼; Hudson River, 45⅝ a ¾; Harlem, 16⅛ a ⅜; do. preferred, 40⅞ a 41; Reading, 44 a 44⅛; Michigan Central, 57⅝ a ⅞; Michigan Southern and Northern Indiana, 17¼ a ⅛; do. guaranteed, 38¼ a 38⅜; Panama, 117 a ⅛; Illinois Central, 81¼ a 81½; Galena and Chicago, 73⅛ a 73⅜; Cleveland and Toledo, 35⅝ a ⅞; Chicago and Rock Island, 57⅞ a 58; Chicago, Burlington and Quincy, 73⅛ a ⅞; Illinois Central bonds, 7's, 102 a ¼; Delaware and Hudson Canal, 89 a ⅛; Pennsylvania Coal, 80 a ⅛.

The government of the United States has advertised for a loan of $8,000,000 out of a balance of $27,000,000 authorized by the last Congress; while the government of the Confederate States has called for $5,000,000 out of a loan of $15,000,000 authorized by the Southern Congress at Montgomery. The $8,000,000 to be borrowed by the United States must be paid on or before the 15th of April next; the $5,000,000 wanted by the Confederate States must be paid between the 17th of April and the 1st of May. The Secretary of the Treasury of the United States has appealed to the public in the usual form, and expects to have his loan taken, as usual, at New York. The Secretary of the Treasury of the Confederate States has appealed to individuals, and offers bonds of $50 each. It is not likely that Mr. Memminger will gain much by this deviation from established custom. Neither in the Gulf States nor in any other agricultural country can individuals be found with ready money which they are willing to lend their government. Money is scarce in all rural districts, and in none more so than in the cotton States. Public loans can only be "placed" in large cities; and if the $8,000,000 loan of the United States, and the $5,000,000 loan of the Confederate States, are taken at all, the one will be taken at New York, where the banks hold $40,000,000 of idle specie, and the other at New Orleans, where the banks hold eighteen millions. It rests, therefore, with the banks and bankers of New York and New Orleans to decide whether these two rival governments shall get money or not. It lies with the rich men of these two cities—the men who have most to lose in case of trouble and most to gain in the event of a peaceful settlement of our national troubles—to say whether the politicians who have brought our affairs to the present miserable pass shall be furnished with the means of carrying on their contest. If the banks and bankers of New York and New Orleans withhold from their respective governments the money now asked for, civil war will be an impossibility, and reunion a forced issue. Without money it will be impossible for the government of either section to make war on the other. Without money famine will bring the combatants to terms. All the disastrous events which are so gravely apprehended by the mercantile community at the present time presuppose that the two rival governments are supplied with money. Withhold the purse—as the old English commons used to do when their monarchs exceeded their constitutional prerogative—and want will quickly bring our politicians to their senses.

At any rate, whatever course our Northern capitalists may pursue, it would seem to be mere common prudence on their part to ascertain, before they lend their money, what course the government of the United States proposes to pursue both in regard to the seceded States and the Morrill tariff. If this Morrill tariff remains on the statute book, grass will grow in the streets of New York, and our capitalists will convict themselves of insane folly if they lend money to the government. If, again, war is to be declared, the remaining $19,000,000 authorized by the last Congress will shortly be wanted, and government stock will fall. It seems only prudent that a committee of bankers and merchants should go to Washington and endeavor to ascertain Mr. Lincoln's views on these subjects before the award of the new loan.

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

Receipts	$115,853 38
—For customs	105,000 00
Payments	184,725 44
Balance	6,080,491 18

The exchanges at the Bank Clearing House this morning were $21,414,807 82, and the balances $1,146,756 57.

The Vigo, which left Liverpool on the 6th inst., brings £248,540 in specie, which, together with the £81,828 by the City of Baltimore, makes a total of $1,650,000 to be added to our already overflowing bank vaults.

The following is the specie list of the City of Baltimore:—

S Reed & Co	£1,000	Hawley & Howe	£610
Schuchardt & Gebhard	6,850	Wakeman, Dimon & Co	1,500
H. D. Brockman & Co.	500	James Tucker	5,000
J. T. Freeman	724	Adams Express Co	5,000
Walsh, Carver & Chase	2,250	Thomas Monahan	2,000
T. P. Kelp	1,432	Hardt & Co	40,000
W. Creight Lee	414	Order	14,400
Total			£81,830

The following is the specie list of the Vigo:—

	Boxes.	
Moses Taylor & Co	1	£1,320
Sawyer, Wallace & Co	1	352
H. S. K., order	1	897
Mariet, Barber & Co	1	560
Hawley & Howe	3	1,971
Halsted, Chamberlain & Co	1	1,000
Hewitt & Co	1	6,032
J. D. Vermilye	40	200,008
Jas. H. Freeman & Co	1	500
Dunham & Dimon	1	868
H. D. Brockman & Co	1	2,600
J. H. Brower & Co	1	1,500
Brown Brothers & Co	3	30,000
Amy & Heyes	1	1,000
Total		£248,540

The forty boxes, containing £200,000, or a million dollars, are supposed to be for the Bank of Louisiana.

By the City of Baltimore, arrived this morning, we have advices from London to the 12th instant. Consols had been sold down to 91½, but on the day named more favorable advices from this side of the Atlantic, received by the Jura, caused some excitement in the market, and the prices advanced to 91⅝ a 91¾ for money, and 92¼ a 92⅜ for account. The London *Times* of the 12th says:—

In the city generally there was a diminution of anxiety regarding the state of the money market, and in the Stock Exchange the supply was good at six per cent. In the general discount market there has been a moderate demand, and the best short paper was taken at 7½ per cent. At the Bank, however, the applications were rather large. The last price from Paris this evening was 68f. 10c., showing a fractional decline.

The London *Daily News* city article of the 14th inst. says:—

Consols closed ¼ per cent lower than yesterday. English railway stocks showed rather a drooping tendency. In the discount market no new feature.

The London *Times* city article says:—

A further sum of about £64,000 in gold was bought by the Bank to-day. A very large amount of continental gold is expected to be carried to the Bank to-morrow. According to some expectations the next India steamer is likely to bring a total of £600 000 in silver. In the discount market to-day choice bills of two or three months were negotiated at 7½ per cent. Some persons were therefore disposed to anticipate the probability of the Bank, at the weekly court to-morrow, cutting their rate down to 7 per cent. Funds opened steady at yesterday's improved rates, but later news from New York, indicating the probability of President Lincoln's inauguration being the signal of fatal excesses, if not for the commencement of actual hostilities, caused a decline, at which the market closed. The same cause depressed the railway market, though at the close there was a tendency to recovery. Including the gold despatched yesterday, the total sent to America since the end of November is about £4,480,000.

The London *Times* notices and quotes securities as follows:—

The transactions in the colonial market have been limited, and no change of importance has occurred: Great Western of Canada, 11¼, and Grand Trunk, 21¼ a 22. In American securities the shares of the Illinois Central improved to 26½ a 28 discount, and the bonds and shares of the New York and Erie were also higher on the rise in New York reported by the present mail. Canadian five per cents, 100 a 100¼.

American Railways, &c.	Closing Prices.		
United States 5's, 1874	79	a	81
Virginia 5's	70	a	75
Virginia 6's	68	a	72
Illinois Central 6's, 1875	85	a	87
Do. do. 7's, 1875	88	a	90
Do. do. $100 shares, $80 paid ... dis.	26½	a	28½
Do. do. all paid	71	a	73
Michigan Central 8's, con., 1869	84	a	86
Do. do. sinking fund 8's, 1882	88	a	90
Do. do. $100 shares	50	a	55
Michigan S. and N. Indiana 7's, 1885	65	a	70
Do. do. $100 shares	12	a	15
New York Central 6's, 1883	85	a	87
Do. do. 7's, 1864	90	a	92
Do. do. 7's, 1876	92	a	94
Do. do. 7's, 1876	91	a	93
Do. do. $100 shares	x.c.	70	a 72
New York and Erie 7's, 1867	92	a	94
Do. do. 2d m., 1859	90	a	92
Do. do. 3d m., 1883, assented	77	a	79
Do. do. bonds, 1862, '71, '75	57	a	60
Do. do. shares, assented	28	a	29
Panama 1st mortgage 7's, 1865	99	a	101
Do. 2d do 1872	x.c.	97	a 99
Pennsylvania Central 6's	84	a	86
Do. do. 2d mortgage	89	a	—
Do. do. $50 shares	26	a	38
Philadelphia and Reading 6's, 1870	75	a	80
Do. do. $50 shares	22	a	26

Governor Magoffin, of Kentucky, has vetoed the bill authorizing the banks of that State to issue $4,000,000 in notes redeemable in two years.

The earnings of the St. Louis, Alton and Chicago Railroad for March are as follows:—

	Week.	Month.
Passengers	$6,951	18,561
Freight	16,563	43,019
Mails and express	855	2,627
Total	$24,370	64,137
Corresponding period in 1860	23,489	59,382
Increase in 1861	$881	4,755

Stock Exchange.

THURSDAY, March 28, 1861.

$3000 US 6's '81, reg	95⅛	160 shs Hud R RR	45⅞
3000 US 6's '81, cou.	68	100 do	46
2000 do	92¾	300 Harlem RR	16¼
1000 Treas 12pc notes	103¼	280 Harlem RR pfd	41¼
8000 Ohio 6's '69	98⅛	100 do b10	41⅜
6000 Tenn 6's '90	76	50 do b30	41⅜
5000 do b30	75¾	400 do s30	41¼
5000 do b30	76	500 do	41
2000 Virginia 6's	78⅛	50 Reading RR	44⅛
9000 Missouri 6's	66⅛	60 Mich Cent RR	58⅛
10000 do	66⅜	250 do	58⅛
15000 do b60	66⅛	200 do b60	58¼
2000 Erie 2d m bds	100¼	100 do	58
5000 Hud Riv s f bds	100	50 do s10	58
3000 Mich So 1 m bds	90	50 do	57⅞
1000 Mich So 2 m bds	66¾	50 do s30	57⅞
3500 Ill Cen RR bds	102⅛	226 Mich So & N I g s	38⅛
5000 do s30	102	50 Panama RR s30	117
5000 LaCr & M 1 g bs	11	50 Illinois Cen RR scp	81⅞
2000 CB&Q RR 8pc bs	99¼	150 do b10	81⅞
34 shs Phenix Bank	101	100 do s10	81¾
25 Bank Commerce	94¼	400 do	81¾
15 Del & Hud Cn Co	89⅞	10 Cleve, Colu Cin RR	100
60 Pacific Mail SS Co	85⅞	20 do	100¼
100 do	85⅛	55 Gal & Chi RR	73¾
100 Cum Coal pref	7⅛	350 do	73¾
585 N Y Cen RR	79	400 Clev & Tol RR	35¾
200 do b10	79	700 do	36
350 do	78⅞	500 do s30	35¾
500 do s30	78¾	300 do	35⅞
100 do s30	78⅞	425 Chi & Alt RR	58⅞
56 Erie RR	32⅞	5 Chi, Bur & Qu RR	73¾
100 do b10	32⅞	8 do	73¾
100 do	32¾	20 Macon & West RR	95
200 do b30	32¾		

SECOND BOARD.

$3000 U S 5's, '71, reg	88	50 shs Erie RR s10	32⅛
12000 U S 6's, '81, reg	95⅛	100 Hud Riv RR s30	32
1000 U S 6's, '81, cou	95⅛	50 do	32
5000 do	92⅞	100 Chi & R Isl RR b60	74
26000 do	93	315 do	74
1000 Michigan 6's	95	100 Har Pri b30	41⅛
2000 Brook C W Loan	103	250 Erie RR pref	41
5000 Ill Cen RR bds	102⅛	50 Mich S & N I RR	17⅛
5000 do	102⅛	20 do b30	17⅛
11000 Chi & West Im	43	50 Ill Cen RR scp s10	81⅛
3000 C, B&QRR 8 p cb	99⅛	100 do b30	81⅛
5000 Hud Riv 1 m b	90	50 do s10	81⅛
50 shs Pac M S Co b10	85⅛	25 do s10	81⅛
90 Del & Hud Can Co	89⅛	40 Clev, Col & Cin RR	100⅛
50 N Y Cen RR	78⅞	50 Gal & Chi RR s30	73⅞
360 do	78⅞	100 do	73⅞
9 Erie RR	32	300 do b30	73⅞
25 do	32⅛	100 Clev & Tol RR b10	35⅞
250 do	32⅛		

CITY COMMERCIAL REPORT.

THURSDAY, March 28—6 P. M.

ASHES.—The market was quiet, with small sales, at $5 31 for both sorts.

BREADSTUFFS.—Flour—The market, in consequence of the foreign news, was firmer, at an advance of 5c. a 10c. per bbl., especially for State and Western brands. The sales footed up about 4,000 bbls., closing within the following range of prices:—

Superfine State	$5 30	a	5 35
Extra State, good to choice	5 40	a	5 62
Superfine Western	5 30	a	5 35
Common to choice Western extra	5 50	a	7 25
Mixed to straight Southern	5 45	a	5 80
Straight to good extra do	5 85	a	7 25
Choice extra family and bakers' brands	7 25	a	8 00
Rye flour	3 30	a	4 10
Corn meal, Jersey and Brandywine	2 80	a	3 20

—Canadian flour was steady and in good demand, with sales of 2,000 bbls., part for future delivery, at $5 40 a $7 50 for fair to good extra. Southern flour was firmer and in good demand, with sales of about 2,500 bbls., closing within the range of the above quotations. Rye flour was in fair request at our figures, with sales of 300 bbls. Corn meal was steady at the above quotations. Wheat was active and prices were higher; the sales footed about 135,000 bushels at $1 45 a $1 55 for white Western, $1 35 a $1 36 for red Western, $1 27 a $1 35 for Milwaukee and Canada Club, according to quality, and $1 21 a $1 26 for Chicago spring; $1 45 a $1 53 for white Ohio and Indiana, $1 30 for Racine, $1 55 a $1 60 for white Michigan. Corn advanced 1c., with sales of 90,000 bushels at 66c. for new and 69c. a 70½c. for old Western mixed, 67c. a 71c. for Southern white and yellow. Rye—Sales 1,500 bushels at 64c. a 65c. Barley—Sales 3,500 bushels at 74c. for State, in part. Oats were firm and in moderate request.

COFFEE was in good demand, with sales of 200 mats Java at 17c., 1,200 bags Rio at 12¾c. a 12⅞c., and 2,700 do. Rio, at auction, at 11½c. a 13¾c.—average 12⅞c.

COTTON.—The market was active and higher, closing at an advance of about ⅛c. per pound. The sales embraced about 8,000 bales, 1,600 of which were sold in transit from New Orleans. There were rumors of sales of other lots, amounting to about 3,000 bales, which we could not trace. We now quote middling uplands at 12⅜c., though some sales were reported at a fraction less.

FREIGHTS.—To Liverpool 10 000 bushels corn were reported at 9½d., in bulk. 2,000 a 3,000 bbls. flour at 3s. Some bacon and lard were reported at 32s 6d; while cotton was ⅛d. a 5-16d. To London about 8,000 bbls. of flour were engaged at 3s. 6d., with a small lot at 3s. 7d; bacon was at 40s. A vessel was taken up for Glasgow, to load with wheat, at 11d., and about 6,000 bushels were also engaged by another vessel at p. t. A vessel was also engaged to load with corn at Norfolk on private terms.

HAY.—The market was steady, with sales of 600 bales shipping lots at 75c. a 80c.

MOLASSES.—The sales embraced about 45 hhds. Porto Rico at 32c. a 33c., and 80 do. Cuba muscovado at 30c. a 33c.

NAVAL STORES.—Sales of 400 bbls. spirits turpentine were made at 33c. for rejected lots, and at 37c. for New York bbls., in shipping order; and 500 bbls. good No. 2 to low No. 1 at $1 65 a $1 90.

PROVISIONS.—Pork—The market was heavy, while the sales embraced about 250 bbls. at $16 75 for mess, and $12 25 a $12 50 for prime. Beef was in fair request, while sales were limited, at $8 75 a $9 87½ for country mess, and $10 a $11 for ex ra. Beef hams and prime mess were quiet and nominal. Bacon was steady, with sales of 220 hhds. rough sides at private terms. Lard was steady, with sales of 300 bbls. and tierces at 9c. a 10c. Cut meats were steady and in fair request, with limited sales at 6c. a 6¼c. for shoulders, and 8c. a 8½c. for hams. Butter and cheese were unchanged.

RICE.—Sales of 370 casks were made at 3¼c. a 4c.

SPICES.—Sales of 2 000 pounds nutmegs were reported at private terms, and 100 bags pepper at 8¾c.

SUGARS.—The market was steady, with sales of 1,257 hhds., included in which were 180 hhds. Porto Rico, from 5c. a 5⅞c.; the remainder consisted of Cuba at 4⅞c. a 6½c.; 225 boxes Havana at 6½c., and 1,188 bags at 6¾c.

SHIPPING NEWS.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	5 51	MOON RISES	eve 10 44
SUN SETS	6 21	HIGH WATER	morn 10 27

Port of New York, March 28, 1861.

CLEARED.

Steamship Montgomery, Berry, Savannah—H B Cromwell & Co.
Steamship Roanoke, Couch, Norfolk, &c—Ludlam & Heineken.
Ship Noendaw, Henry, San Francisco—R M Cooley.
Ship Commodore, Bliss, Liverpool—C C Duncan & Co.
Ship G B Lamar, Bradley, London—Dunham & Dimon.
Ship Wizard King, Cone, London—G E Cook.
Ship Gregorius (Aus), Ratcovich, Queenstown and a market—A Wendt & Co.
Bark Linda Stewart, Davis, St Jago—J Thompson.
Bark Mary Gibbs, ——, Trinidad—G S Stephenson.
Brig S Nickerson, Evans, Lisbon—B H Small.
Brig J M Sawyer, Bradley, Cardenas (second clearance)—Yates & Porterfield.
Brig Abbie Cole (Br), Foster, St Johns, NF—H J & C A Dewolf.
Schr Transit, Corey, Rio Janeiro—Master.
Schr Nerissa, Barnes, St Thomas—R D Eldridge.
Schr M Rogers, Farren, Matanzas—I B Gager.
Schr Eastern Light (Br), McCulloch, Ragged Island—J S Whitney & Co.
Schr O Knight, Wilson, Halifax—H J & C A Dewolf.
Schr Arcola, Lewis, Norfolk—J A Higgins.
Schr Clifford, Bannon, Bangor—R P Buck & Co.
Schr J Lawrence, Rogers, Pawtucket—H S Rackett.
Steamer Madgie, Bell, Philadelphia.
Steamer Alida, Robinson, Philadelphia.

ARRIVED.

Steamship City of Baltimore (Br), Petrie, Liverpool, March 13, Queenstown 14th, with mdse and passengers, to J G Dale. 12th inst. saw ships Alexander Marshall, Cultivator, Sheridan, and Chaloner, all towing to sea; also steamship Kangaroo, bound up. 14th, an Am bark showing Nos 6420. 3d distg pendant, arrived at Queenstown; 27th, lat 40 46, lon 69 57, passed steamship Prince Albert, hence for Galway.
Steamship Yorktown, Parrish, Richmond, &c, with mdse and passengers, to Ludlam & Heineken.
Ship Aurora, Barker, Liverpool, Feb 17, with mdse, to Howland & Frothingham, and 220 passengers, to Tapscott & Co. Has had one death (of an infant) and one birth on board. 24th inst, lat 39 50, lon 68 10, signalized ship Southampton, bound E.
Bark Agnes, Lyttle, Padang, Dec 30, crossed the Equator in the Atlantic 6th inst, with coffee &c, to E D Morgan & Co.
Bark David Chapin (of Boston), Tucker, Messina, Feb 1, passed Gibraltar 19th, with fruit, to Draper & Devlin. 18th inst, lat 35 20, lon 65 30, spoke ship Borodino, from New Orleans for Havre; 19th, lat 36 50, lon 68 20, spoke brig Trenton, steering SW.
Bark Roebuck, Chase, Buenos Ayres, Feb 2, and Montevideo 6th, with hides &c, to Reynolds & Cushman. Bark Harvest Moon, for Boston, sailed 2 days previous. Feb 17, lat 27 02 S, lon 28 35, spoke Br ship Hornby, from Buenos Ayres for Liverpool; 24th inst, lat 29 41, lon 75 16, passed ship Rockingham, Meshan, from New Orleans for Boston.
Bark Ben Dorrance (of Freeport), Smith, Cardenas, March 17, with sugar &c, to Walsh, Carver & Chase.
Bark Express, Sundberg, Cardenas, 13 days, with sugar &c, to P V King & Co. Had bad weather the entire passage; split sails, &c.
Bark Sam Shepherd, Hathaway, Cardenas, 7 days, with sugar &c, to J E Ward & Co.
Bark Samuel Roxley, Jr, Holm, St Marks, 13 days, with cotton &c, to Schmidt, Earle & Co.
Brig Giuletta (Ital), Maresco, Naples, 60 days with fruit &c, to Draper & Devlin. Had heavy weather; split sails, &c.
Brig Caroline, Porter, Aspinwall, 15 days, with mdse, to J F Joy.
Brig N Stetson, Jr (of Plymouth, Me), Pembroke, Ponce, 12 days, with sugar &c, to Sturges & Co. Had heavy weather; lost fore topgallantmast and jibboom.
Brig Isadora (of Providence), Read, St Johns, PR, 15 days, with sugar &c, to Miller & Houghton. 21st, 22d and 23d last, had a violent gale from WNW.
Brig Mary Alvina (of Boston), Ames, Matanzas, 9 days, with sugar, to master. Had some heavy weather.
Brig Toccoa (of Mobile), Stranburg, Cardenas, 7 days, with sugar, to master.
Brig Julia Ford (of Hampden), Hendrick, Trinidad, 18 days, with molasses, to R P Buck & Co.
Schr Mindoro (of Eden), Sargent, Barcelona, 17 days, with hides &c, to Miller & Houghton.
Schr Ariel (Br), Anderson, Cardenas, 9 days, with sugar, to B H Small.
Schr Caroline E Steele (of Gloucester), Garfield, Manzanilla, 14 days, with molasses, to H Barnstoff & Co. Had very heavy weather with NE gales for 9 days. 23d inst, lat 27 40, lon 77 30, spoke ship H V Baxter, of Bath, from Mobile for Havre.
Schr Evergladе (of Harrington), Collin, Sagua, 13 days, with sugar &c, to master. Had very heavy weather S of Hatteras; started bulwarks and bowsprit, split jib &c. on night of 27th inst, while anchored in the Lower Bay, lost best anchor. No date, lat 35 10, lon 75 25, spoke schr Sciota, of Tremont, for Georgetown, SC.
Schr Nathaniel Chase (of Harwich), Doane, Granada, March —, with fruit, to Thos Gilmartin.
Schr Joseph Crancall, Megathlin, New Orleans via Key West, 10 days, with sugar &c, to B F Small. Had heavy N gales the entire passage.
Schr John Oliver (of Edgartown), Courtney, Charleston, 8 days, with rice, to master.
Schr Ann & Susan, Pierson, Charleston, 4 days, with cotton &c, to Dollner, Potter & Co.
Schr Wide World, Safford, Charleston, 3 days, with cotton &c, to McIlready, Mott & Co.
Schr N W Smith, Boyd, Charleston, 4 days, with cotton &c, to McIlready, Mott & Co.
Schr Ino (of Providence), Enmore, Wilmington, NC, 10 days, with naval stores, to S Blossom. 23d inst, 100 miles SE of Hatteras, experienced a heavy gale during which lost deck load of resin, crippled the rudder, and sprung aleak of about 1000 strokes per hour; 24th, broke main gaff, stove bulwarks, lost head, deadwall and water casks, and had decks swept; had very heavy weather all the passage.
Schr A J Dellcastel, Smith, Wilmington, NC, 6 days. 25th inst, Cape Lookout bearing SE 15 miles, boarded a schr waterlogged and abandoned, lumber loaded, with spars alongside; had apparently been on fire; was painted black, with yellow strip, and had a gilded Bible head; was about 300 tons burthen; had been out a short time in that condition. Could not ascertain her name, her decks being level with the water.
Schr John Roe, Hammond, Wilmington, NC, 3 days.
Schr Jones Smith, Dayton, Wilmington, NC, 3 days.
Schr Herschel (Smaste), Birdsall, Wilmington, NC, 4 days.
Schr J G Babcock, Babcock, Wilmington, NC, 4 days.
Schr George Henry, Field, Newcern, 3 days.
Schr Locust, Flynn, Plymouth, NC, 3 days.
Schr Rebecca, Metiee, Petersburg, 4 days, with cotton &c, to Jas Hunter & Co.
Schr Annie Edith, Tyler, Norfolk, 2 days.
Schr Mary, Terrell, Elizabethport for Boston.
Schr El Dorado, Plummer, Elizabethport for Boston.
Schr Susan, Webb, Elizabethport for Providence.
Schr Hester, Wandell, Elizabethport for Peekskill.
Sloop Lady Washington, Smith, Elizabethport for Providence.
Sloop Amelia, Van Wickle, Elizabethport for Rockaway.
Steamer Ironsides, Vanderveer, Philadelphia.
Steamer Beverly, Pierce, Philadelphia.
Steamer Sarah, Jones, Philadelphia.
Steamer Pelican, Baker, Providence.

SAILED.

Steamships Montgomery, Savannah; Roanoke, Norfolk, &c; brig W J Trent, Sagua; scar Venice, Antigua.

Wind during the day WSW.

Miscellaneous.

We are under many obligations to J E Huerias, Esq, the attentive and polite purser of steamship Matanzas, which arrived on Wednesday evening from Matanzas, for valuable shipping and commercial intelligence.

SHIP SUPERIOR, hence for Baltimore, while proceeding to sea yesterday morning, stranded on the Rip, but came off, and was now at anchor. Capts Merritt and Storer, Underwriters' agents, left in the steamtug O M Pettit to examine her. They found that she had sustained no damage, and she proceeded to sea, crossing the bar at 1 PM.

BR SHIP VECALIST—A despatch from Provincetown, reports that a letter from Capt Burch, of whaling bark Civilian, of Provincetown, dated Feb 15, states that on the 7th ult he fell in with the ship Vecalist, of London, in a sinking condition. He took of the captain and 23 men, and at the time of writing was within a day's sail of Barbadoes, where the rescued seamen would be landed.

BR SHIP ROWAN TREE, Worwell, from Calcutta for New Orleans, before reported put into Mauritius in distress, will have to discharge for repairs.

SHIP CITHERONIA, Allen, from New York at London, March 8, had a rough passage; lost some canvass, broke the crochet of the mizzentopmast, sprung main and broke fore and main topgallantmasts, starboard boat davits, &c. The rigging had all been stripped and repaired, and at date was at the East India dock taking in ballast, to sail next day for Mobile.

BARK PERI, Thestrup, at Boston from Havana, on the 27th inst, 8 AM, Nauset NNW 4 miles, saw the mastheads of a schr from 4 to 10 feet above water. The masts apparently belonged to a vessel of about 150 tons. The Peri had heavy weather and lost bulwarks.

BRIG VELONA, from Calais, at Philadelphia 26th inst, left Eastport on the 15th with a fresh NE wind, which increased for 24 hours, when she was laid to; afterwards it moderated, when the course was shaped so as to get out of the South channel. The wind increasing to a gale, with snow and rain at intervals, were obliged to un under bare poles for hours before being able to heave to; in the meantime she was struck by a sea in the stern, which stove boat, broke davits, &c; another sea carried off part of the deckload and filled cabin partly with water. Successive storms and gales from the 15th to the 8d.

BRIG MOLUNUS—Charleston, March 27—The Fred Dyer, Schult, from Belfast, Ireland, has arrived. On the 19th inst, at 30 30 lon 73 30, experienced a heavy hurricane; saw the wrecked brig Molunkus, from Eastport, loaded with lumber, with mainmast standing and colors set, but no one on board. (By telegraph to Ellwood Walter, Esq, Secretary Board of Underwriters.)

BRIG URANUS, Church, condemned and sold at Gibraltar, brought $50.

SCHR THOMAS G BARKALOW, Berdoin, of Staten Island, was arrested in the lower harbor of Norfolk 24th inst, by W H Parker, Inspector in Chief, for a violation of the State Inspection law in Dec last, and will be held until the usual fine and other damages are fully satisfied.

SCHR JUNO, Newman, at Providence from NOrleans, reports:—On the 15th inst experienced a heavy gale from the NNE, during which lost an entire suit of sails, jibboom, foreboom and gaff, small anchor and stove bulwarks; also lost 69 bbls molasses from off deck, stove some of the molasses in her deck, and during the gale had 3 feet water in the hold. On the 23d, off H