# FINANCIAL AND COMMERCIAL.

SUNDAY, March 31, 1861.

The trade table for the week which ended yesterday exhibit a continued decline in imports, and for the first time this year a decline in the exports of produce as compared with the corresponding weeks of 1859 and 1860. The latter is due partly to the approach of the opening of navigation in the interior, which always checks the receipts of produce at the seaboard, and partly to the falling off in the receipts of cotton. The former cause will cease to operate as soon as navigation is fairly opened on the lakes and canal, and it is fair to presume, as the accounts from Europe confirm the theory of a scarcity of food throughout that continent, that, when this takes place, the export movement of produce will become as active as ever. It cannot be expected, however, that our cotton export will increase. Reports from the South state that there is much less cotton in the interior than usual at this season; the receipts at the ports are not above half what they were at this time last year. It will be safe to expect, too, that the imports of foreign goods will continue to decline. The Morrill tariff goes into operation to-morrow; until its operation is better understood than it is at present most of the importing houses will have nothing to enter at the Custom House. Even when the complications of the tariff are understood, the rates of duties it levies on woollen goods, hardware, &c., are so high as to prove prohibitory, and it will be safe to expect a reduction of at least fifty per cent from the importations of last year. The exports of specie last week were nominal, as usual.

The following are the comparative tables of the trade of the port for the week and since January 1:—

| IMPORTS. | 1859. | 1860. | 1861. |
|---|---|---|---|
| *For the week.* | | | |
| Dry goods | $3,530,226 | 2,627,662 | 1,510,621 |
| General merchandise | 2,741,315 | 3,123,893 | 2,365,872 |
| Total for the week | $6,271,541 | 5,751,555 | 3,896,493 |
| Previously reported | 51,897,870 | 56,648,314 | 41,455,724 |
| Since January 1 | $58,169,411 | 62,399,869 | 45,352,217 |

| EXPORTS OF PRODUCE AND MERCHANDISE. | 1859. | 1860. | 1861. |
|---|---|---|---|
| Total for the week | $1,725,436 | 1,688,836 | 1,411,242 |
| Previously reported | 11,547,852 | 17,089,024 | 28,961,411 |
| Since January 1 | $13,273,288 | 18,777,860 | 30,372,653 |

| EXPORTS OF SPECIE. | 1859. | 1860. | 1861. |
|---|---|---|---|
| For the week | $208,985 | 465,115 | 6,088 |
| Previously reported | 7,025,406 | 3,506,863 | 1,451,342 |
| Since January 1 | $7,234,391 | 3,971,978 | 1,457,430 |

The banks, of course, continue to gain specie. Last week they showed an average of $39,480,046, an increase of $3,260,370 from the week previous. The receipts of gold during the week from abroad have exceeded $2,000,000, and the Sub-Treasury has lost money. It is understood that the Mint has sent a fair amount of coin to this city during the week. We must expect, therefore, that the average to be shown to-morrow will be in excess of $40,000,000. The average to be made up on Monday, April 8, may show a further increase over this, but after that date the course of the bank average is uncertain. It is pretty clear that we shall receive no more specie from England, for the present at all events. And it is not clear but that we may begin to ship coin to Europe within a week or two. It is everybody's interest that we should get rid of some of the surplus money which is lying idle in our banks; the exchange market yesterday looked uncommonly like rising to the specie shipping point. In the course of a few weeks, if the people of the South pay their debts to the North honorably, the exchanges will turn, and gold will flow from New Orleans to New York. As a general rule, the supply of specie received here every summer from the South amounts to many millions; this year it is said that seven to eight millions will come, if the Southern people pay their Northern creditors as usual. On the other hand, the West will take some gold from New York this summer. The amount of produce of every kind sent forward by the West during the year which commenced on 1st September last has been beyond all precedent, and the quantity of foreign goods consumed at the West has not been in proportion. A part of the produce sent forward will, doubtless, be used in liquidation of old indebtedness. But there will still remain a balance, which, sooner or later, the West will take from us in gold. It stands to reason that, as the Western country increases in population and wealth, it will want to improve its banking systems, and to infuse a larger amount of gold into its currency.

The bank loans stood last Monday at $120,750,455, a decrease of $1,859,470 from the week previous. They have been steadily declining ever since November; they must continue to decline until business revives. Many people look to see the loans reduced to $110,000,000 this summer; it is evident that, unless the banks find employment for their means in government loans or stocks, they will not be able to earn their usual dividends this season.

Money is easier than it was a week ago. Large amounts were offered to the brokers yesterday at four per cent; at five everybody could obtain all he wanted. First class mercantile paper goes at 5 a 6; single names, highest grade, 6 a 7; and the same for long paper, gilt edge. This class of paper is extremely scarce; the lower grades, especially names in the Southern trade, are not easily passed, even at very high rates indeed. Collections in the South continue poor. At New Orleans some parties are paying, and the same is true of Savannah. But the general tenor of the mercantile letters from the South is that people in that section feel uncertain about the future, and, in their uncertainty, think it prudent to keep their money, and let their creditors wait. Eventually, if a peaceable settlement of our pending troubles be effected, these debts will doubtless prove generally good. The event of the day is the new government loan of $8,000,000, which is to be awarded on Tuesday next. Bids from New York city must be forwarded to-morrow evening, and the deposits made with the Sub-Treasurer by 4 P. M. to-morrow. Opinions vary widely about the rate at which the loan will be awarded. Some people talk of 95 a 96; but these, it will generally be found, are parties who are not likely to bid. Among those who will probably be bidders, 91 to 93 is named as the probable range of the successful bids. Still, nothing can be said with certainty on the point. Two days before the last loan was awarded, it seemed doubtful whether the whole would be bid for, and sound financiers expected that a large portion of it would not sell above 85. As will be remembered, the aggregate bids amounted to nearly $14,000,000, and the lowest successful bid was at 90 15-100. It is understood that two combination bids are to be made here, one by the banks, the other by some of the private bankers. Nothing will be known about the rate till Tuesday; but from the general conversation in the street it is inferred that the $8,000,000 will be awarded at a higher average than the loan of February 22, and also that the aggregate amount of bids will not vary much from double the amount required by the government. We hear little or nothing from the South with regard to the prospect of the $5,000,000 loan of the Confederate States. Letters from New Orleans and Charleston allude vaguely to the willingness of the people to subscribe, and it is possible that the banks of the former city may yield to the pressure upon them, and stretch a point in order to secure the negotiation of the whole amount. Future loans of the Confederate States will probably be offered in the markets of London or New York.

Foreign exchange rose last week, and closed firm at 108 a 1/8 for sterling, and 5.22½/¼ for francs. There is very little demand, or the advance would have been greater. There are no cotton bills in market, and the supply of produce bills is small. Bankers are covering with each other's bills, and looking forward to a resumption of specie shipments. If the bank rate in England remains at 8, specie can be shipped against bills at 108¼, without loss; if the bank rate falls, as is expected, a corresponding advance in bills on this side will be necessary in order to ship specie profitably. The banks of New Orleans are holding back large amounts of exchange in order to get better prices for it in the course of the summer. Many of them have their line quite full, and if the government at Montgomery or the State governments should require assistance of them, a part, at least, of these bills will have to be sacrificed. The reduction of imports which will ensue from the operation of the Morrill tariff will naturally tend to diminish the demand for exchange this summer, and it will be safe to look for a long range of low rates.

The following table shows the course of the stock market during the past week and month:—

| | Mch. 2. | Mch. 9. | Mch. 16. | Mch. 23. | Mch. 30. |
|---|---|---|---|---|---|
| Missouri 6's | 66 | 65 | 68¼ | 66¼ | 66¼ |
| N. Y. Central | 78¾ | 78 | 78½ | 78¾ | 78½ |
| Reading | 45¼ | 42¾ | 44 | 44½ | 44¼ |
| Erie | 32¼ | 32¾ | 32¾ | 32 | 32 |
| Michigan Central | 58 | 56¾ | 58 | 58 | 58 |
| South. guaran'd | 35¾ | 35¼ | 37¼ | 38¾ | 39 |
| Illinois Central | 81¼ | 79 | 81½ | 82 | 81½ |
| Galena | 72 | 70¼ | 71 | 72½ | 73 |
| Rock Island | 57 | 57¼ | 58 | 59 | 57¾ |
| Toledo | 36 | 34 | 35 | 36 | 36 |
| Panama | 116 | 114¼ | 115¾ | 116¾ | 117 |
| Hudson River | 45¼ | 44¾ | 45 | 45¼ | 45¾ |
| Pacific Mail | 85½ | 83¼ | 86 | 86¾ | 85½ |

The stock market continues very inactive. Commission brokers report that they are doing little or nothing in the speculative stocks; their orders are confined to federal and State stocks and the better class of railway bonds. Federal securities have been depressed by the approaching award of $8,000,000 of new sixes. State stocks are supplied so freely by the Western banks and bank auditors that, especially pending the present era of uncertainty regarding the course of the border slave States, they remain stationary at very low points. Good railway bonds continue to advance. The 8 per cent issues of the Michigan Central and the sevens of the Illinois Central are both quoted at 2 a 3 per cent premium. The issues of the Erie have advanced, and so have those of the Michigan Southern, Harlem and Hudson River. People who have money seem to be buying these bonds as the best investment of the day.

A sale was made yesterday at auction of $50,000 North Carolinas, being part of the bonds abstracted from the Indian Trust fund. The first $25,000 sold at 54½, the balance 64½ and 68½. North Carolinas are worth in open market 81; so that the taint of the robbery made a difference of 26½, 16½ and 12½ per cent. The State of North Carolina has given notice that she will pay the interest on these bonds as faithfully as upon her other issues; so that, on the face of it, the bonds sold yesterday seem to be cheap.

Annexed is a copy of an act to amend the provisions of the fifty-sixth section of the act to regulate the collection of duties on imports and tonnage, approved March 2, 1799:—

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That wherever any goods, wares or merchandise shall be imported into any port of the United States from any foreign port, in any ship or vessel, at the expiration of eight working days, if the ship or vessel shall be less than three hundred tons burthen, and within twelve working days, if it be of three hundred tons burthen and less than eight hundred, and within fifteen days, if it be of eight hundred tons burthen and upwards, after the time within which the report of the master or person having charge or command of any ship or vessel is required to be made to the collector of the district, if there shall be found any goods, wares or merchandise other than shall have been reported for some other district, or some foreign port or place, the collector shall take possession thereof; but with the consent of the owner or consignee of any goods, wares or merchandise, or with the consent of the owner or master of the vessel in which the same may be imported, the said goods, wares or merchandise may be taken possession of by the collector, after one day's notice to the collector of the district. Approved March 2, 1861.

The leading importers consider the reduction of the time for discharging under general order to one day too short, and they present a petition to-morrow to Collector Barney, requesting him to make the delay three days. It rests with him to do so, and we presume that, in deciding the question, he will consider the interests of the importing trade.

## CITY COMMERCIAL REPORT.

SATURDAY, March 29—6 P. M.

BREADSTUFFS.—Flour—The market was some less active and rather dull for the common grades of State and Western, while prices were without change of moment. The transactions embraced about 11,000 a 12,000 bbls., closing within the range of the following quotations:—

| | | | |
|---|---|---|---|
| Superfine State | $5 25 | a | 5 35 |
| Extra State, good to choice | 5 40 | a | 5 55 |
| Superfine Western | 5 25 | a | 5 35 |
| Common to choice Western extra | 5 50 | a | 7 25 |
| Mixed to straight Southern | 5 45 | a | 5 88 |
| 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 heavy and in moderate request, especially for the common grades. The sales embraced about 450 bbls. at $5 40 a $7 50 for fair to prime extra grades. Southern flour was steady, and mixed dull, while the sales embraced about 1,500 bbls., closing within the above quotations. Rye flour and corn meal were steady at our figures. Wheat—The market was less active and buoyant, while the sales embraced about 56,000 bushels at $1 46 a $1 66 for white, and $1 35 a $1 38 for red Western; $1 28 a $1 30 for Milwaukee club, $1 28 for Chicago spring, and white Southern on p. t.; $1 25 for No. 1 Chicago; $1 30 for red State on the dock; $1 35 a $1 36 for small lots winter red. Corn was a shade lower, with sales of 45,000 bushels at 68c. a 70c., closing at 68c. a 69c. for old, 65c. for new Western mixed, and 68c. a 70c. for Southern yellow, and 68c. a 74c. for choice, the latter figure for prime. Rye and barley were unchanged.

COFFEE.—The market was firm, with sales of 3,000 mats of Java at 16¾c., with small parcels of Rio at unchanged prices.

COTTON.—The market was firm, with sales of about 3,000 bales, closing within the range of 12¾c. a 12¾c. for middling uplands. Included in the sales were 1,000 bales in transitu.

FREIGHTS were steady, but engagements were moderate. To Liverpool 30,000 bushels of corn were engaged in bulk at 10½, and 6,000 do. in bags at 10½d.; 1,500 bbls. flour at 28., and some lots of bacon at 35s. To London 500 tons saltpetre in bags at 35s., and 1,500 boxes cheese at 40s., and 100 tierces of beef and pork at 8s. 6d. Rates to Glasgow and to the Continent were unchanged.

PROVISIONS.—Pork—The market was firm but not active: sales of 350 bbls. were made at $16 62½ a $16 75 for mess, and at $12 50 a $13 for prime. Beef was in fair request at steady prices: sales of 150 bbls. were made at $8 75 a $9 87½ for repacked mess, and $10 a $11 for extra; other descriptions were unchanged. While bacon and cut meats were quiet, lard was steady, with sales of 200 bbls. at 9c. a 9¼c. Butter and cheese were unchanged.

SUGARS.—The market was firm and active, with sales of 2,781 hhds., chiefly Cuban, within the range of 4¾c. a 5¾c., and 384 boxes at p. t.

# SHIPPING NEWS.

ALMANAC FOR NEW YORK—THIS DAY.

| | | | |
|---|---|---|---|
| SUN RISES | 5 45 | MOON RISES | morn 12 49 |
| SUN SETS | 6 24 | HIGH WATER | eve 1 24 |

## Port of New York, March 31, 1861.

ARRIVED.

Steamship Africa (Br), Cook, Liverpool, March 16. Queenstown 17th, with mdse and passengers, to E Cunard. Has $210,000 in specie. Arrived off the Battery at 1 AM, 21st inst, 10 AM, lat 40 33, lon 72 03, saw steamship Adriatic, hence for Southampton and Havre; 22d, passed ship Cayenne.

Steamship State of Georgia, Garvin, Savannah, with mdse and passengers, to T Richardson & Co.

Steamship Jamestown, Skinner, Richmond, &c, with mdse and passengers, to Ludlam & Helmken. 30th inst, 2½ PM, off Cape Henry, spoke schr Ann D, for New York.

Ship Cygnet (of Boston), Moses, Manila, Aug 30, via Bermuda (where she put in in distress) March 17, with sugar &c, to master. Sept 14, 15 and 16, in a heavy gale in Mindora Sea, lost topsails and courses and received other damage; arrived at Batavia Oct 16, passed Anjier Nov 8, touched at St Helena Jan 10; Feb 20, in a heavy gale from NNW, bore up for Bermuda, the ship leaking badly, starboard pump entirely disabled and port pump nearly so, and arrived at B 24th; repaired and left 17th inst; 22d, lat 32 55, lon 68, had a heavy gale from WNW and lost 2 close reefed topsails; 30th, 36 miles SE from Barnegat, took a pilot from boat Earn Nye, No 2.

Ship Ceres (of Boston), Ingersoll, Padang, Jan 8, passed Cape Good Hope Feb 17, with mdse, to Curtis & Peabody, of Boston. Feb 12, off Cape Bank, passed bark Natal Cogswell, bound W; 17th, off the Cape, spoke bark Harkaway, from Whampoa for London.

Ship Bavaria, Wood, Havre, Feb 22, with mdse and 150 passengers, to Wm Whitlock, jr.

Bark Lucky Star Van Winkle, Pepsing, Dec 23, passed Cape of Good Hope Feb 7 and St Helena Feb 28, with mdse to master. Feb 16, lat 21 16 S, lon 3 W, spoke ship Essex, of Boston, from Whampoa for London; would stop at St Helena for water.

Bark Due Cognate (Aus), Guderz, Antwerp, 50 days, with mdse to master.

Bark Sicilia (Ital), Farino, Genoa, 60 days, with mdse and 100 passengers to order. 9th inst, lat 27, lon 56, experienced a hurricane from NW; lost foretopmast and split sails. 14th, lat 37 28, lon 67, spoke brig Nantasket, from Boston for St Thomas; took from her Capt McStocker and crew of ship Wm Penn, of Baltimore, and brought them to this port. (See Miscel.)

Bark Union (of Philadelphia) Heard, Rio Janeiro, Feb 16, with coffee to Goodhue & Co. 12th inst, no lat, &c, signalized a herm brig steering WNW, showing a signal red, white and blue, perpendicular; supposed the Mary E Jones, from Rio Janeiro for New York.

Bark Teresa, Foster, Maracaibo, March 16, with coffee &c, to Maitland, Phelps & Co. Sailed in company with bark O R Sutil, Scandella, for New York, and was in company with her 20th inst, off Jeremie; 22d, off Cape Nicola Mole, saw ship Gen Washington, from Liverpool for Mobile.

Bark Clara R Sutil, Scandella, Maracaibo, March 13 and the bar 15th, with hides &c, to Parmentier & Co.

Bark Wm A Banks, Howard, Cardenas, 8 days, with sugar to E D Morgan & Co.

Brig Atlantic (of New Haven), Merrill, Port Spain, March 14, with cocoa, to H Trowbridge's Sons, of New Haven. 26th inst, lat 33 36, lon 69 20, boarded Br ship Columbus, of Dublin, lumber loaded and abandoned (from Pensacola for Dublin, before reported abandoned 16th); 27th, lat 35 32, lon 71 10, passed a double topsail bark with fore topmast and main topgallantmast gone, showing a blue, white and red signal with letter D in the white, steering NW; 29th, lat 38 16, lon 72 30, passed a ship's boat bottom up, green bottom and black top, New York built.

Brig St Mary, Brevoor, Aux Cayes, March 15, with coffee &c, to Brett, Son & Co. 27th inst, lat 33 24, lon 74 30, signalized brig Executive, standing S, blowing a gale grom SSW at the time. No date, lat 39 20, lon 74 12, passed a red spar buoy, apparently with moorings attached.

Brig Echo, Rice Port au Prince, March 19, with coffee &c, to Delafield, Wilson & Co.

Brig Atlantic, Merrill, Trinidad, 17 days, with sugar &c, to H Trowbridge's Sons.

Brig Mary Ann (Br), Calcam, Halifax, 7 days, with coal to Jas Hunter & Co.

Brig West, Rogers, Galveston, 16 days, with cotton &c, to D Colden Murray.

Schr Viola (of Machias), Haskell, Messina, Jan 30, passed Gibraltar Feb 19, with fruit to Henry & Moore. Has experienced heavy weather: stove galley, split sails, &c.

Schr Queen of the South (3 masts), Weeks, Palermo, Feb 4, passed Gibraltar Feb 27, with fruit to B Blossom & Son. 22d inst, lat 26 30, lon 65 30, saw ship Charter Oak, bound W. 27th, lat 34 50, lon 74 30, saw schr G M Baxter, of Boston, steering SE.

Schr Abbie E Willard (of Bangor), Corbett, Arroyo, 15 days, with sugar &c, to R P Buck & Co.

Schr Bowditch (of Castine), Collins, Arroyo, March 15, with sugar &c, to Miller & Houghton. Sailed in company with brigs Josiah Jex, for New Haven, and Sarah M Neshall, for New York.

Schr Triton (of New Suffolk), Tuthill, Aux Cayes 19 days, with logwood to J B Gager.

Schr Robert Mawe, Jr (Br), Holt, St John, NB, 28 days with laths to Jed Frye.

Schr M S Scott (of Milwaukee), Attakapas, 16 days.

Schr John Warren, Lozier, Jacksonville, 5 days.

Schr Sprightly Sea, Myrick, Charleston, 5 days.

Schr D M Brouch, Star, Wilmington, NC, 4 days.

Schr Crenshaw, Moss, Richmond, 4 days.

Schr Cornelius, Brendley, Alexandria, 3 days.

Schr D E Sawyer, Burwell, Alexandria, 3 days.

Schr Oneida, Warren, Philadelphia, 3 days.

Schr Jas T Brady, Hall, Virginia, 3 days.

Schr Jacob Birdsall, Headley, Virginia, 3 days.

Schr Claremont, Johnson, Baltimore, 4 days.

Schr Rescue, Line in, Woodbridge for Wareham.

Schr Ben Herbert, Appleby, Eastport, 10 days.

Schr Tiger, Goldthwaite, Saco, 3 days.

Schr Geo W Glover, Thomas, Camden for Norfolk (and proceeded).

Schr Beauchamp, Haskell, Rockport for Norfolk.

Schr Pocumtuck, Rice, Gloucester, 7 days.

Schr Com Kearny, Loring, Boston, 3 days.

Schr Lacon, Bearse, Boston, 3 days.

Schr B Frink, English, Boston for Philadelphia.

Schr O Smith, Barber, Westerly, 2 days.

Schr Elizabeth Seger, ——, Mystic, 2 days.

Schr Eagle, Gregory, Rondout for Portsmouth, NH.

Sloop Oregon, Rhodes, Providence, 2 days.

Steamer Delaware, Cannon, Philadelphia.

Steamer Southern Star, Jones, Providence.

Steamer Westchester, Jones, Providence.

BELOW.

Ship James Foster, Jr, Abeel, from Liverpool, Feb 4, with mdse and passengers, to C H Marshall & Co.

Ship Columbus, Small, from Cardiff, Feb 9.

Ship Java, Daggett, from Glasgow, Feb 14, with mdse, to Dunham & Dimon.

Ship Asia, Duncan, from Antwerp, Jan 30, Flushing Feb 8.

(All the above are anchored at SW Spit.)

Bark Cornelia (of Philadelphia), from Manzanilla.

Wind at sunrise NE; at sunset S.

## Miscellaneous.

SHIP WM PENN (of Baltimore), Capt McStocker, sailed from Baltimore for Liverpool with a cargo of grain and flour. Left Cape Henry March 7. On the 9th inst, when in lat 37 28, lon 67 37, experienced a hurricane from SSE, during which sprung a leak, the vessel laboring very heavily; lost the rudder; endeavored to steer her by a hawser and chain, but found her unmanageable; threw over part of the cargo, but the leak gaining rapidly; the men were kept at the pumps, having been constantly at them from the 9th to the 14th, and finding it impossible to keep her much longer above water, and the brig Nantasket, from Boston for St Thomas, having run down to our assistance, concluded to abandon her; were taken on board that brig. Same day, in lat 37 28, lon 67, were transferred to the Italian bark Sicilia, from Genoa for New York, she being crippled and with 100 passengers on board. The W P was five years old, built in Baltimore, and owned by Hooper and others of that port.

BR SHIP WM HAMMOND—Capt Schroot, of Dutch brig Strena, at Boston March 30 from Rotterdam, reports:—March 18, lat 35, lon 65, fell in with Br ship Wm Hammond, Dyer, from New Orleans for Liverpool, sinking and crew exhausted; took them off and brought them to Boston. The W H had a cargo of 600 bbls of flour and 12,000 sacks of corn, and a crew of 24 men, all told.

SHIP HESPERUS, Dudley, from Liverpool, previously reported scuttled at Woosung, is stated in a Shanghae despatch telegraphed to Queenstown, to have been destroyed by fire. She was an A1 vessel of 1019 tons, built at Medford in 1855, and owned in Boston.

DUTCH BARK PAVIEZA, from Antwerp for Boston, put into Fayal Feb 7 with loss of stancheons, bulwarks, sails, &c, having had heavy weather.

BRIG ICARIAN, Munger, hence at New Orleans, reports having experienced very heavy weather on the 15th and 16th inst, losing fore topmast.

SCHR HANOVER, Folger, from West Coast of Africa for New York, put into Barbados March 9 for some sails, provisions and water.

SCHR A TIBBETS, Higgins, from Boston for Baltimore, went ashore morning of March 21, below Thomas Point. Lighters were engaged to take out her cargo, one of which arrived at Baltimore 29th. The steamtug Tempest had also been engaged to tow her off.

SCHR EMILY, at Charleston from Boston, reports on March 20, off Cape Hatteras, Charles Cook, second mate, a Prussian by birth, about 34 years of age, was lost overboard.

SCHR FRED DYER, Shute, at Charleston from Belfast, Maine, had heavy gales; split sails, stove boat, &c. March 19, lat 34 40, lon 73 30, saw the wrecked brig Mdlunkus, of Eastport, loaded with pitch pine, mainmast standing; colors set in the ee rigging; no one on board.

SCHR HORNET, at Philadelphia from Portland, had severe NE gales; split sails, stove bulwarks, and carried away main rigging.

SCHR DIRIGO, Cook, from Cardenas for New York, put into savannah March 24 in distress, leaking very badly. The crew ad been continually at the pumps.

SCHR MARY KELLEY, Reed, at Boston from Santa Cruz, had very heavy weather and was 12 days N of Hatteras. March 2, shipped a heavy sea while lying to, which swept decks and tarted cargo in the lower hold.

BARMOUTH, March 11—The ship Danube, of Belfast, from Mobile for Liverpool (cotton), stranded as before reported, lies n the N side of the causeway bank, in a direct line N W from Barmouth and about 4 or 5 miles to seaward, in a very bad position, but as the wind now is SW there is no danger of her reaking up. About 900 bales cotton have been washed on bore and secured; they were chiefly stowed on the poop. A art of the stores have been saved.

14th—Several bales of cotton are on shore within this district from the American ship Danube, from Mobile for Liverpool; and several other fragments of wreck, consisting of deck planks, standing rigging, &c.

BRISTOL, March 13—Yesterday morning a collision took place at the Wapping side of the Float, between the ship St Louis, of New York, and the Gulding Star, of Yarmouth. The stern of the latter was considerably injured, and but for her strength she would have sunk.

LIVERPOOL, March 13—The hole in the Wild Hunter, Baldry, from New York, caused by her anchor, has been stopped; about three-fourths of the cargo is more or less damaged.

LIMERICK, March 14—The brig Ariosto, Tulloch, of Sunderland, which left Scattery Roads 9th inst for Philadelphia, got embayed between Lower and Hog's Heads, and eventually went ashore morning of 12th and became a total wreck, on Crane Point, near Miltown. The captain and 4 men were lost.

RAMSGATE, March 14—The Harlequin, Gatgens, of Hull, from Shields for New London, was towed in by the harbor ting, having fouled the bank London, of Newcastle, while getting under way in the Downs; carried away jibboom, bowsprit and cutwater.

TENERIFFE, March 3—The bark George, Ray, of Boston, from New York for Antwerp (guano), was abandoned at sea in a sinking state Feb 12, in lat 43 N, lon 12 W; crew saven and brought to this port by the Broomielaw, Anderson, from London.

A yawl boat was picked up by schr Van Dyke, of East Lyme, and carried into New London, March 25. It is thought to belong to ship Liverpool Packet, which touched on Nantucket Shoals, as she lost one, provided with food, clothing, nautical instruments, charts, &c.

A yawl boat, badly stove, with "Eureka, of Portland," on her stern, was picked up by ship Adelaide Gibbs, of New Bedford, but was so badly stove that it was not saved.

The hull of packet ship Saratoga, built in 1849, about 1350 tons English measurement, has been sold at Liverpool for £415. She had been ashore in Ballycotton Bay last January, and had her masts cut away.

REMARKABLY SHORT PASSAGE—The bark Pallas, Capt Biddle, from New York Feb 21, arrived at Belize, Hon, after the extraordinary run of eleven days. The P is owned by Josiah Jex, Esq., of this city.

### Spoken, &c.

Steamship Prince Albert (Br), hence for Galway, March 27, lat 40 46, lon 69 37.

Ship Redgauntlet, Lucas, from Liverpool for Havana, March 4, lat 18 48, lon 8 15.

Ship Leucothea, Claussen, from New Orleans for Liverpool, March 4, off Cape Florida.

Ship Empire State, Briggs, from Liverpool for New York, March 9, off Cork.

Ship Richard S Ely, Livingston, from Liverpool for NYork, March 7, lat 49 17, lon 9 32.

Ship Southampton, Hence for Liverpool, March 24, lat 39 50, lon 68 10.

Bark Mendi, Hall, hence for Gibraltar, March 6, lat 35, lon 27 20.

Bark Mary, Wilson, from Baltimore for Rio Janeiro, Feb 16, lat 8 N, lon 34.

Brig Mary Adella, from Philadelphia for Cork for orders, March 29, 15 miles E of Sandy Hook—by pilot boat Washington, No 4.

Brig Trenton, from Portland for Matanzas, March 19, lat 36 50, lon 68 20.

Schr Sarah Mills, Dayton, hence for West Indies, March 21, lat 34, lon 69 30.

Schr Senta, of Tremont, from Boston for Georgetown, SC, no date, lat 35 10, lon 75 25.

### Foreign Ports.

ANTWERP, March 14—Arr at Flushing, Realm, Burns, NYork. Sld 14th, Adele, Clausen, NYork; Lochnivar, Cole, NOrleans.

ALTONA, March 10—Arr Martha, Rich, Aryah.

ANCONA, March 15—In port brigs Elsinore, Partridge, for New York bdg; Julia E Ayres, Ryder, for do 2 days; brigs Cronstadt, Higgins, for do 6; Waredale, Iron, NHaven arr 19th, disg; schrs T H Raymond, Saunders, for NLondon bdg; Sally (Br), Cressy, for do do; Governor, Burton, for NYork; J D Talbot, for Boston. Sld 15th, brigs S M Newnall, Ellis, NYork; Josiah Jex, Munson, NHaven.

AUX CAYES, March 12—In port brigs Chimborazo, Small, for Boston; Ann Gray (Br), Gray, directly reported sld 6th; St Mary, Brevoor, for NYork next day.

In port 15th, schr King Philip, from Boston, disg.

BRISTOL, March 15—Arr Archer, Lewis, NYork.

CHARLESTON, March 11—Arr A & A, Hutchinson, NYork; 16th, Kilmia, NYork, with slight damage to rigging and port side, by collision. Sld 16th, Volant, NYork.

SAVANNAH, March 12—Sld Uncle Sam, Cole, NOrleans.

BREMERHAVEN, March 10—Arr Alabama, Hortsmann, New York; 11th, J G Richardson, Lewis, and Albert, Klamp, NOrleans. Sld 13th, J Wilhelmine, Tiarman, NOrleans; Kosmos, Deliardie, NYork; St Bernhard, Deetjen, do.

BARCELONA, March 2—Arr D G Casimer, Hastings, Pensacola.

BAHIA, Feb 9—Sld Highland Mary, Davies, Mobile.

BELIZE, Hon, March 4—Arr bark Pallas, Biddle, NYork 11 days. Sld Feb 26, bark Isabron, Wilson, Falmouth, Eng; March 11, brig Kate Stevens, Hunter and NOrleans.

No Am vessel in port March 20. (So our correspondent leads us to infer; but the Palas probably runs aged.)

BARBADOES, Feb 26—Arr schrs Fanny Boardman, Crocker, Philadelphia (and sld March 4 for St Thomas); 27th, Southern Star, Partridge, North Carolina (and sld for St Vincent); Indian Queen, Hardy, Philadelphia (and sld March 3 for Antigua); March 5, bark Marsval, Grubin, NYork (find sld 8th for Trinidad); 8th, schr Two Forty, McQuin, Gloucester, Mass (and sld 9th for Demarara. Sld March 4, brigs Sitka, Steele, St Thomas; 6th, Indian Queen, Jordan, do.

In port March 12, ship Simoda, Smith, from Callao, disg; barks O W Hall, Potter, from Boston arr 5th, disg; H B Galton, Parmelee, from New York arr 7th, do; E A Cochrane, Noyes, from Norfolk, unc; brig Annandale, Hatch, from Pensacola arr 2d, do; schr Two Joan, Davis, from Elizabeth City arr 8th, do; Hanover, Folger, from W Coast Africa for NYork, put in 5th for provisions and some sails.

COWES, March 13—Arr Saxonia (s), Eslers, NYork (and sld for Hamburg.

CARDIFF, March 13—Sld Hamlin, Davies, Rio Janeiro; Orseville, Crockett, and Robert Treat, Flint, NYork.

CADIZ, March 5—Arr Southwood; Hilliert, NYork. Sld 6th, Defiance, Wyman, Savannah.

DEAL, March 18—Arr Ottscotha, Allen, London for Mobile; Quickstep, Wade, do for NYork (and both proceeded 19th); 19th, Lane, do for Calcutta (and proceeded); 16th, Indian Belle, Cleary, Cuba (and sld for London).

Sld 19th, Jacob A Stamler, Young, NYork; Courier, Olmstead, Rio Janeiro (both from London); 13th, Governor Morton, Dunbar; Golden Rule, Crowell; Monsoon, Fly; Kingstene, Barnham; Louisa Bowen and Hound, Rogers, NYork (all from London); Omar Pasha, Mitchell, Boston, Nor, Philadelphia; 14th, Cambria, Perry, Bremen; 15th, Aspasia, Lamb, London for Port Phillip (and anchored).

DUBLIN, March 12—Arr Daphne, Larsen, NYork; 14th, Limsfall, Gregg, do; 15th, Eliza Charles, Jones, Chesapeake Bay.

DUNGENESS, March 12—Off, Juno, from NYork; of and for Bremen; 13th, Sparkling Wave, from NYork for Rotterdam.

DOVER, March 14—Off, Barbara Davidson, Domke, from NYork.

FAYAL, March 1—Arr News Boy, Doane, Liverpool via St Michaels.

FALMOUTH, March 12—Arr Joseph Fish, Barnard, Cardenas (and sld 13th for London); Royal Sovereign, Dale, NYork. 13th, King John, Brockbank, do; Ion, Willet Savannah (and sld for London) Frey, Bannure, NYork; Energie, Ranick, Baltimore. Sld 13th, Helene Christiana, Lauers, NYork; 14th, Melina, Senner Liverpool.

Put into do 15th, Ida McLeod, Rannells, from Havre for Havanna.

GLASGOW, March 13—Centurion, Caulkins, NYork.

Sld from the Clyde 12th, Cora Linn, NYork; Richard III, Greenough, San Francisco.

GREENOCK, March 11—Sld Bannockburn, McLaren, Savannah.

GOTHENBURG, March 5—Arr Industrie, Olsson, Charleston.

GIBRALTAR, March 5—Sld Medallion, Jackson (from Trieste NYork.

HOLYHEAD, March 13—Sld Leland, Ross, Savannah.

HAVRE, March 12—Arr Missouri, Hughes, NOrleans; 13th, Geo Hurlbut, Masson, NYork; 14th, Fulton (s), Wotton, do; Maid of Orleans, Dennis, NOrleans. Below 14th, Geo Peabody, Howes, from NYork. Cld 13th, St Nicholas, Bragdon, NYork 14th, Marshall, Sprague, Key West.

Sld 14th, Helvetia, Higgins; Uncle Joe, Sewall, and Regulator, Mason, NYork; Arno, Deering, Sunderland and NYork; John Curtis, Alexander; Atlanta, Whitmore; Gulf Stream, Sprague; C S Pennell, Melcher, and Ariel, Delano, NOrleans; J S Dimmock, Skofield, Mobile;

HAMBURG, March 9—Arr Lancashire, Hazard, Mobile; Champion, Nichols, Neuvitas Polynesia, Morse, Baker's Island via Hampton Roads; 12th, Close, NYork.

Sld from Cuxhaven 13th, John Bertram, Konuattsen, New York.

HELVOET, March 13—Sld I C Jones, Woodburn, NYork via Cardiff (and put into Deal 15th); 14th, Beaver, Utley, Boston.

Sld 13th, bark Ellen Pinkney, Philadelphia; 18th, ship Oxenbridge, Howland, Boston; brig Mary E Jones, Jones, NYork; 11th, bark Union, Heard, do; 14th, brig Nautilus (Dutch), Steffer, NOrleans.

LIVERPOOL, March 14—Arr Sei Fratelli, Conrado and John Merrick, Crabtree, NOrleans; Admiral, Coxhead, Savannah; Nova Scotian (s), Pelham, Quebec; Kangaroo (s), Merriman, NYork; Mediator, Fillmer, Key West; 15th, Mary Russell, Crocker, NYork via St Thomas; Arran, Cummings, and Sineveh, Robinson, NOrleans; Parliament, Leach, and Zetus, Mason, Mobile; S L Tilley, Corning, Baltimore; Manlius, Bray, do; Consul, Bayden, Savannah; Belvidere, Jackson, San Francisco; 16th, Savannah, PePeys, Mobile; Bethiah Thayer Monroe, Portland.

Sld 13th, Wm Rice, Crowell, Galveston; Ronachan, Scott, Mobile; Pomona, Anderson, Savannah; Kate Prince, Gerrish, do; Onward, Watts, NOrleans; Frank Haynie, Randall, Boston; Chanceller, Spencer, NYork; Robert Center, Arnold do; Thetis, Chapman, Belize; Rocklight, Hadley, King George's Sound; J B Jarvis, Fitch, Key West; Panther, Garrett, Calcutta; Langdon Gilmore, Chase, Matanzas; Corilla, Fettingill, Rio Janerio; 14th, Milton, Bradford, Key West; Joseph Fish, Young, do; Orient, Hill, and Antarctic, Stouffer, NYork; Henry Clay, Caulkins, and M C Day, Chase, do; Chequtepec, Arkle, Mobile; North American (s), Portland; Tuscarora, Dunlevy, Philadelphia; Enoch Train, Brownell, NOrleans; Benj Stangs, Bartlett, Calcutta; Courier, Wyatt, Savannah; International, Seavey, Bombay; 15th, Philadelphia, Poole, Philadelphia; Harvest Queen, Young, NYork.

Cld 12th, Jasper, Bennett, NYork; Enoch Talbot, Merryman, Rio Janeiro; Coriolanus, Kinnear, NOrleans; 13th, Belmont, Grant, NYork 14th, Wm Lords jr, Brown, Boston; Monmouth, Jones, Charleston; Cherubim, Skinner, Hampton Roads; Adelaide, Cutting; Ocean Monarch, Page, and Modern Times, Williams, NYork; 15