The Privateers of the Confederate States.

THE BLOCKADE OF THE SOUTHERN PORTS.

Letters of Marque Probably Issued Yesterday.

The Exploits of the Rebels on the Mississippi, &c., &c., &c.

On the 15th of April, two days after the fall of Fort Sumter, or as soon as the government were made aware of the fact, the President of the United States issued his proclamation, calling forth the militia of the several States to the number of 75,000 men, to "suppress combinations" against the federal laws, and giving the rebels twenty days to disperse. In consequence of this proclamation and in two days after its appearance, Jefferson Davis issued a counter proclamation inviting applications for letters of marque against the merchant marine of the United States. It is as follows:

PROCLAMATION BY THE PRESIDENT OF THE CONFEDERATE STATES OF AMERICA.

MONTGOMERY, April 17, 1861.

Whereas Abraham Lincoln, President of the United States, has, by proclamation, announced his intention of invading the confederacy with an armed force, for the purpose of capturing its fortresses and thereby subverting its independence, and subjecting the free people thereof to the dominion of a foreign power; and whereas it has thus become the duty of this government to repel the threatened invasion, and defend the rights and liberties of the people by all means which the laws of nations and the usages of civilized warfare place at its disposal. Now, therefore, I, Jefferson Davis, President of the Confederate States of America, do issue this, my proclamation, inviting all those who may desire, by service in private armed vessels on the high seas, to aid this government in resisting so wanton and wicked an aggression, to make application for commissions or letters of marque and reprisal, to be issued under the seal of the Confederate States; and I do further notify all persons applying for letters of marque to make a statement, in writing, giving the name and suitable description of the character, tonnage and force of the vessel, name of the place of residence of each owner concerned therein, and the intended number of the crew, and to sign each statement, and deliver the same to the Secretary of State or Collector of the port of entry of the Confederate States, to be by him transmitted to the Secretary of State. And I do further notify all applicants aforesaid, before any commission or letter of marque is issued to any vessel or the owner or the owners thereof, and the commander for the time being, they will be required to give bond to the Confederate States, with at least two responsible sureties not interested in such vessel, in the penal sum of five thousand dollars; or if such vessel be provided with more than one hundred and fifty men, then, in the penal sum of ten thousand dollars, with the condition that the officers, officers and crew who shall be employed on board such commissioned vessel shall observe the laws of these Confederate States, and the instructions given them for the regulation of their conduct, that shall satisfy all damages done contrary to the tenor thereof by such vessel during her commission, and deliver up the same when revoked by the President of the Confederate States; and I do further specially enjoin on all persons holding offices, civil and military, under the authority of the Confederate States, that they be vigilant and zealous in the discharge of the duties incident thereto; and I do moreover exhort the good people of the Confederate States, as they love their country, as they prize the blessings of free government, as they feel the wrongs of the past and those now threatened in an aggravated form by those whose enmity is more implacable, because unprovoked, they exert themselves in preserving order, in promoting concord, in maintaining the authority and efficacy of the laws, and in supporting, invigorating all the measures which may be adopted for a common defence, and by which, under the blessing of Divine Providence, we may hope for a speedy, just and honorable peace.

In witness whereof I have hereunto set my hand, and have caused the seal of the Confederate States of America to be attached, this seventeenth day of April, in the year of our Lord one thousand eight hundred and sixty-one. JEFFERSON DAVIS.

ROBERT TOOMBS, Secretary of State.

Owing to objections made in South Carolina and other parts of the South against the constitutional right of the President to issue on his own responsibility letters of marque, which is the peculiar prerogative of Congress, (the war making power,) final action was deferred till the meeting of Congress yesterday at Montgomery, though it has been stated by the Richmond *Enquirer* that on the 18th inst. the government did issue letters of marque to three privateers. Meantime the Charleston papers contained advertisements wanting to purchase first-class fast sailing steamers, whose destination cannot be doubted.

In two days after the proclamations of Jefferson Davis, the President of the United States issued the following:—

WASHINGTON, April 19, 1861.

The President has issued a proclamation, stating that an insurrection against the government of the United States has broken out in the States of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana and Texas, and the laws of the United States, for the collection of the revenue, cannot be effectually executed therein, conformably to that provision of the constitution which requires the duties to be uniform throughout the United States, and further a combination of persons engaged in such insurrection have threatened to grant pretended letters-of-marque, to authorize the bearers thereof to commit assault on the lives, vessels and property of good citizens of the country, carefully engaged in commerce on the high seas, and in the waters of the United States.

And whereas the President says an Executive proclamation has already been issued, requiring the persons engaged in these disorderly proceedings to desist, therefore calling out a militia force for the purpose of repressing the same, and convening Congress in extraordinary session, to deliberate and determine thereon. The President, with a view to the same purpose before mentioned, and to the protection of the public peace and the lives and property of its orderly citizens, pursuing their lawful occupations, until Congress shall have assembled and deliberated on the said unlawful proceedings, or until the same shall have ceased, has further deemed it advisable to set on foot a BLOCKADE OF THE PORTS within the States aforesaid, in pursuance of the laws of the United States and the laws of nations, in such cases provided.

For this purpose a competent force will be posted so as to prevent the entrance and exit of vessels from the ports aforesaid.

If, therefore, with a view to violate such blockade, a vessel shall attempt to leave any of the said ports, she will be duly warned by the commander of one of the said blockading vessels, who will indorse on her register the fact and date of such warning, and if the same vessel shall again attempt to enter or leave the blockaded port, she will be captured, and sent to the nearest convenient port for such proceedings against her and her cargo as may be deemed advisable. ABRAHAM LINCOLN,

President of the United States.

WM. H. SEWARD, Secretary of State.

Simultaneously with this proclamation the Collectors of the ports were directed by the Secretary of the Treasury to refuse clearances to any vessels bound for ports in States which had seceded or which might hereafter secede. Accordingly the line of steamers for Charleston and Savannah discontinued their trips, and those which remained at this port were chartered by the government to carry troops. The Nashville being at Charleston, was seized by the authorities there to be turned into a privateer on the coast of Texas. The Star of the West with provisions on board for the federal troops was also seized by the armed steamer Metagorda and both will be put to the same use. Commodore Rousseau, of the Confederate Navy, was lately fitting out as a privateer, at New Orleans, the Sumter, taken from the United States government, also a number of other vessels for a similar hostile purpose. The Yorktown and Jamestown steamers were also seized immediately after the secession of Virginia, together with some smaller vessels, which Governor Letcher ordered to be released, while he retained the two steamers which are now no doubt being fitted out as privateers. The Virginia authorities, moreover, made an effort to get hold of the fine Navy Yard at Norfolk, and failing in that they are now trying to raise the vessels, which were scuttled with a view to convert them into privateers, after bombarding and capturing fortress Monroe, which guards the entrance to the James river. In yesterday's paper we published the second proclamation of the President, ordering the blockade to Virginia and North Carolina, and if Maryland should secede or assume a hostile attitude, like North Carolina, the blockade will then be extended to the whole line of the Southern coast, from the Susquehanna and Chesapeake to the Rio Grande. As yet to a great extent the blockade is only on paper, and is not effectual.

Four steamships have been seized in all by the confederate States, together with half a dozen revenue cutters and a great number of schooners, which, with other vessels, are fitted out as privateers, and are ready to sail the moment the order issues from Montgomery. The confederate Congress met there yesterday, and it would not take half an hour to issue the letters of marque, and in four or five hours after the telegraph could send forth from ten to twenty privateers to the ocean so seize our merchant ships wherever they may find them on the high seas. Some of them are probably already seeking their prey. The Charleston *Mercury* of the 24th instant, in anticipation of their successes, publishes the following notice in the most prominent part of the paper:—

Officers of the army and navy of the Confederate States, and captains sailing under letters of marque, will greatly oblige the proprietor of the *Mercury* by furnishing sketches and incidents of the expected conflict between our gallant soldiers and their enemies. When supplied exclusively, a liberal compensation will be allowed.

Until the Champion arrived here with about a million of dollars in bullion from California, there was great anxiety here for her safety. Another ship, with gold from the same State, will be due in a few days, and no doubt the Southern privateers will make a dash at her. What the agents and officers of the Confederate States are doing on the Mississippi river, the subjoined intelligence will inform the reader.

PIRACY ON THE MISSISSIPPI RIVER.

VESSELS SEIZED AND GOVERNMENT STORES CONFISCATED BY THE REBELS.

The navigation of the Mississippi river is becoming very precarious. The rebels are seizing Northern vessels and confiscating stores intended for the use of the government. The Cincinnati *Gazette* says:—

A private despatch from Captain James Good, of the steamboat Mars, was received here yesterday, stating that the steamers Mars and Queen of the West had been seized by the authorities at Helena, Arkansas, and would not be permitted to come up. The above boats left New Orleans on the 19th instant for this port, loaded with sugar, molasses, salt, &c. The Mars and Queen of the West are worth $25,000, and owned by parties in this city. Three more of our packets are still below Memphis, and will probably not be allowed to come up. They are the Ohio Belle, Silver Wave and Westmoreland; the latter boat left New Orleans on the 20th.

The Memphis (Tenn.) *Avalanche*, of the 19th instant, has the following:—

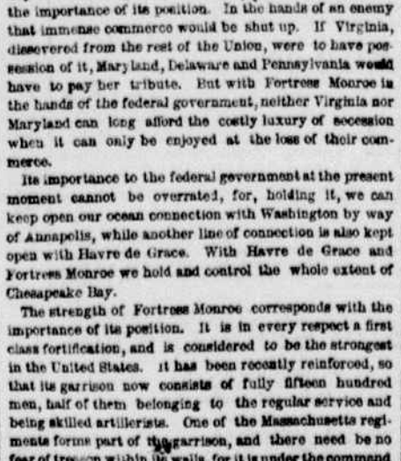
The steamer Victoria, of the Memphis and Vicksburg line, arrived last night, her officers and passengers full of enthusiasm for the Southern Confederacy. From Dick Lightborne we learn that the steamer Silver Wave, laden with government property, from St. Louis, destined for Fort Smith, was seized at Napoleon on Wednesday by Col. M. W. Johnson, of the Sixth regiment of the Arkansas militia. The commander of the Silver Wave refused to show his manifest, but when the artillery was brought to bear upon the craft he capitulated. By this prompt movement the South has obtained a vast amount of serviceable material to prosecute the war. We learn by telegraph from Pine Bluff, Arkansas that the citizens of that place stopped the steamer Skylark and took from her fifty-one tons of government freight, which will be appropriated to the uses of the South. The Skylark is a St. Louis boat.

FORTRESS MONROE.

THE KEY TO THE CHESAPEAKE.

Now that Washington city is comparatively secure against any invasion on the part of the confederate army, and that the apparent hopelessness of being able to reduce Fort Pickens is disheartening and demoralizing the besieging forces there, the next point of importance to which the leaders of the rebel movement will most probably turn their attention is Fortress Monroe, which controls the commerce of Chesapeake Bay and all the great rivers which flow into it. The subjoined cut, showing the position of this fort, will enable our readers to appreciate at once the motives for the Virginia secessionists coveting its possession, and the imperative necessity of its being held by the government of the United States.

The following diagram shows the shape of the fort:—



It will be seen from the foregoing outline map that Fortress Monroe is perhaps the most important fortification possessed by the federal government. The power that holds it can make Chesapeake Bay what ex-Governor Wise proposes to make it, a *mare clausum*, and can control the commerce of Richmond, Norfolk, Alexandria, Washington and Baltimore. The trade of the James river, the York, the Rappahannock, the Potomac, the Patuxent and the Susquehanna passes within range of its guns. It is, in a word, the key of the Chesapeake, and its strength corresponds to the importance of its position. In the hands of an enemy that immense commerce would be shut up. If Virginia, dissevered from the rest of the Union, were to have possession of it, Maryland, Delaware and Pennsylvania would have to pay her tribute. But with Fortress Monroe in the hands of the federal government, neither Virginia nor Maryland can long afford the costly luxury of secession when it can only be enjoyed at the loss of their commerce.

Its importance to the federal government at the present moment cannot be overrated, for, holding it, we can keep open our ocean connection with Washington by way of Annapolis, while another line of connection is also kept open with Havre de Grace. With Havre de Grace and Fortress Monroe we hold and control the whole extent of Chesapeake Bay.

The strength of Fortress Monroe corresponds with the importance of its position. It is in every respect a first class fortification, and is considered to be the strongest in the United States. It has been recently reinforced, so that its garrison now consists of fully fifteen hundred men, half of them belonging to the regular service and being skilled artillerists. One of the Massachusetts regiments forms part of the garrison, and there need be no fear of treason within its walls, for it is under the command of a gallant Massachusetts officer. The garrison is amply provided with provisions to last for a year, and it is said that officers and men have united in a solemn oath never to surrender it.

The Cumberland man-of-war lies at anchor under the guns of the fort, ready to participate in any measure of defence, and the steam sloop Pawnee, which towed the Cumberland out of the Gosport Navy Yard, and carried the marines who destroyed the government property there, is steaming up and down the Potomac and Chesapeake Bay, looking out to prevent obstructions, to convoy transports with troops and provisions on board bound for Washington, and to aid in any other work in which her services may be required.

The desire that is uppermost in the minds of the Virginia secessionists is to possess themselves of Fortress Monroe. That desire was frequently expressed in the Convention, and ex Governor Wise often declared that, though the difficulties of the enterprise were almost insurmountable, Virginia should take it at every sacrifice. The attempt, if feasible, will undoubtedly be made.

The troops of the confederate army, whose arrival at Richmond to the number of five or six hundred caused such rejoicings there last week, will probably, now that the capture of Washington has ceased to be easy of accomplishment, be employed in the attempt to reduce Fortress Monroe; but without a fleet to engage in the attack, and with the fortress surrounded by a plain that can be raked by its guns, there need be little apprehension of ever seeing the confederate flag waves over its battlements. There is an unfinished fortification lying opposite, called the Rip Raps, which the federal troops are said to be putting into a state of defence; but it is questionable whether it would be good policy to do so, because the position would not be very tenable, and the Virginians might, in taking it, gain a foothold, from which they could better carry on their operations against Fortress Monroe.

The captain of a schooner which arrived in this port from Baltimore on Sunday, reported that on Friday last he heard heavy cannonading in the direction of Fort Monroe, and that it continued all the afternoon. It may, however, have been salutes merely that were being fired by the fort, or the ships of war, or vessels with troops on board which were passing.

The Virginians are erecting sand batteries at various points near Norfolk, but they have simply reference to the defence of that town, and do not in any respect menace Fortress Monroe. It is stated, however, that in the woods opposite the fort they were also preparing to erect batteries, and that it was the intention of the commander of the fort to pass over and dislodge them.

And yet the proclamation recently issued by the Governor of Virginia, directing volunteers not to be putting the State to expense by coming to Richmond, but to remain at home until they are called for, would indicate that after all there is to be no attack either on Washington or Fortress Monroe. Perhaps they are beginning to find out, from the spontaneous uprising at the North in defence of the country's flag, that the game of secession will not pay; and it may be that when it comes to voting on the question—as they will do in a month hence—the people of Virginia will refuse to range themselves on the side of the Southern confederacy, but will still be found true to the Union, in spite of all the rebellious spirits who would precipitate them into the pit of destruction.

We hope that this may turn out to be so, but in the meantime no repressive measures must be abandoned, nor must the blockade of the ports be raised until the authorities and people of Virginia return to their allegiance, and deliver up the principal traitors in their midst to be summarily dealt with. Above all, the general government must look well to Fortress Monroe, and take care that no flag but the Stars and Stripes shall wave over it.

THE MILITARY MOVEMENTS.

[From the Providence Journal, April 27.]

The following record of the movements of troops thus far is of interest. We believe it to be substantially correct, though accounts differ respecting the number of troops at Washington and in some of the regiments:—

TROOPS IN WASHINGTON OR MOVING TOWARDS IT. Troops in Washington on Monday A. M., April 22, from Quartermaster's ration list.....8,200

12th regiment, New York, sailed 21st in Baltic	1,300
6th regiment, New York, sailed 21st in Columbia	500
71st regiment, New York, sailed 21st in R. R. Cuyler	1,000
5th regiment, Massachusetts, sailed 21st in De Soto	1,000
3d battalion, Massachusetts, sailed 21st in Ariel	300
1st detachment, Rhode Island, sailed 21st in Constitution	600
69th regiment, New York, sailed 23d in Adger	1,000
8th regiment, New York, sailed 23d in Alabama	1,000
13th regiment, Brooklyn, sailed 23d in Marion	1,000
26th regiment, Albany, sailed 23d in Parkersburg	1,000
7th regiment, New York, now in Washington	1,000
8th regiment, Massachusetts, now in Washington	1,000
1st regiment, Pennsylvania, now in Washington	1,000
Pennsylvania troops in Perrysville, 23d	2,500
Pennsylvania troops in Harrisburg and Philadelphia	10,000
Pennsylvania troops in steamer Daylight	250
Norfolk Marines, &c., in Pocahontas for Washington	370
1st regiment Indiana troops, *en route*	1,000
24 detachment Rhode Island troops in Bienville	500
Boston Flying Artillery, 6 pieces, 90 horses, in steamer April 21	100
Rhode Island Marine Artillery, 6 pieces, 90 horses, at Easton	150
New York Battery, 6 pieces, in steamer Montgomery, 23d	100
Sherman's Battery	75
Total in round numbers	24,000

REGIMENTS REPORTED READY FOR TRANSPORTATION AND AWAITING ORDERS.

Ninth regiment, New York	1,000
Third regiment, New York (Chasseurs)	1,200
[illegible] regiment, New York	1,000
Fifth regiment, [illegible]	[illegible]
New York Zouaves	700
Twenty eighth regiment, New York	1,000
First regiment, New Jersey	1,000
First reg ment, Hartford	1,000
First regiment, Maine	1,000
Illinois troops now at Cairo	4,000
Indiana troops at Camp Morton	2,000
Missouri troops at St. Louis arsenal	1,000
Ohio troops at Columbus	2,000
New Hampshire and Vermont	2,000
Total	18,900
In all under orders and awaiting orders	54,000

In addition to the above we can add, from data in the Health office—

Advance Guard, New York	1,000
Seventy ninth, Highlanders, New York	1,000
Twentieth regiment, Newburg	1,000
Second, Third and Fourth regiments of New Jersey	3,000
Ellsworth's Fireman Zouaves, New York	1,100
Additional Ohio troops	1,000
Additional Missouri troops	2,000
List as above	54,000
Total ready	68,100

This is exclusive of Minnesota, Wisconsin and other Western States, which are rapidly organizing their troops.

News from the Pacific.

ARRIVAL OF THE CALIFORNIA PONY EXPRESS.

FORT KEARNEY, April 28, 1861.

The pony express passed this point at half-past eleven o'clock P. M. yesterday, bringing the following despatches:—

SAN FRANCISCO, April 17, 1861.

Arrived April 13, ships Romance of the Sea, Boston; Talisman, and Peruvian, New York; 15th, Result, Greenock.

Sailed 13th, ships Skylark, New York; Radiant, Cork.

The ship Talisman is chartered to carry breadstuffs to Europe. Ship Romance of the Sea, of 1,782 tons register, has been chartered to load with breadstuffs for Great Britain.

The principal feature of the market this week is that there are more sellers than buyers, without changes in the price of leading articles. Trade with the country is slowly reviving. Wheat steady at $1 80 for export. Barley, 90c. a 95c.

The pony express arrived at Carson Valley on the 15th inst. from Fort Kearney, with dates of the 5th. By this express news was received of the appointment of six federal officers for California. The parties designated as Collector of the port of San Francisco and Sub-treasurer are very acceptable to the republican party and the public generally. No particular complaints are made concerning the other appointments, except that of Stevens for Superintendent of the Mint.

The republicans generally denounce this appointment on the ground that Stevens held the office constantly under the last administration as an undoubted democrat. The *Times*, republican, says that the appointment of democrats to office under the administration is not a cause for general rejoicing among men who worked for and attained its success.

Governor Downey has signed the three San Francisco railroad bills.

Mrs Emily J. Farnham, formerly matron of Sing Sing (New York) prison, has been chosen matron of the California State Insane Asylum.

Gov. Downey has sent in a message concerning the question of boundary between California and the new Territory of Nevada. He takes the ground that the boundary of California being established by the constitution, can only be altered by the action of the people of the State.

A number of petitions are before the Legislature from the inhabitants of the disputed districts, praying for the establishment of the line according to the boundaries laid down in the Nevada territorial bill.

H. L. Minor, a resident in California since 1849, committed suicide at Red Bluffs, Shasta county, on the 15th inst. He was the leading merchant of the town and a man of wealth and respectability.

News from Pike's Peak.

FORT KEARNEY, April 29, 1861.

The coach of the California Overland Coach and Pike's Peak Express passed here at noon yesterday.

DENVER, April 25, 1861.

Serious apprehensions of Indian difficulties are entertained. They can easily cut off all the Plains' travel and trade. Col. Boon, Indian agent, sent a courier to Fort Wise yesterday with a requisition for two companies of cavalry, to hold themselves in readiness to march hither at an hours notice. Should indications continue unfavorable, they will be ordered up very soon.

There is intense feeling respecting the war in the States. A small secession flag was displayed by a business house here yesterday evening, but it was so insignificant that no notice was taken of it. Union flags are waving in many parts of the city, and the Union feeling is almost unanimous.

The military express to the New Mexican forts has been discontinued.

Markets.

PHILADELPHIA STOCK BOARD.

PHILADELPHIA, April 29, 1861.

Stocks inactive. Pennsylvania State 5ves, 78¾; Reading Railroad, 16¼; Morris Canal, 43; Long Island Railroad, 9; Pennsylvania Railroad, 56¼. Sight exchange on New York at par a 1-10 per cent discount.

Arrivals and Departures.

ARRIVALS.

BREMEN—Steamship Bremen, P T de Voss, lady and daughter; L L Dunbar and family, Fred Wise, Mr Berwirth, August Kershoff, H Franke and daughter, Captain Klockgeter, Mr Black, F Von Sschierschk, Aug Stumann, R Schroder, John Stolle and family, John Dietmeier and family, Michael Beiller, Miss Leutz, Miss Schaninger, F R Harding, Esq, and daughter, O Schueller, P Tielemann and lady, Wm Sachse, Leopold Gast, Ernest Hasse, J G Pfeiffer, F V Glatin, Lender Quimen, F Seitz, Hermann Liermann, Miss Th Sohn, Miss Hammelstein, W Muller, Carl Bohlens, W Strohmann, Anton Terwick, Edward Licest and family, F H Emanuel, Walter Libbs, Mr Foss, Mr Borcheling, Mr Johnston, Felix Bonissenaux, Mrs Gerst and family, Mr Hoffmann and family, Mr Engelsking, Mr Fritze, Mr Resla and family.

DEPARTURES.

SOUTHAMPTON AND HAVRE—Steamship Fulton—Mr W L Dayton, United States Minister to Paris; Mrs and Miss Dayton and servant; Mr W L Dayton, Jr., Assistant Secretary of Legation; Mr Wm Pennington, Secretary of Legation to Paris; Mr Edward Dayton, Mr Burlingame, United States Minister to Austria; Mr Geo P Marsh, United States Minister to Turin; Mrs Geo P Marsh, Capt John Britton, United States Consul to Southampton; Mr Chas L Wilson, Secretary of Legation to London; Mr W S Campbell, United States Consul to Rotterdam; Mr James S Pike, United States Minister to the Hague; Mrs James S Pike and Miss Pike; Mr Wm Vesey, United States Consul to Aix-la-Chapelle; Mr James O Putnam, United States Consul to Havre; Mrs James O Putnam, two children and servant; Mr F Duyners, Bearer of Despatches; General Miramon, wife, two children and servants, Mexico; Mr Chas Miramon, do; Mrs La Baronness Gevers, two children and two servants, New Jersey; Mrs W H Greenough, Miss L Greenough, Mr and Mrs E C Cowdin and child, N Y; Mr F Henry, Mrs E Reinhart, Havre; Mr and Mrs Arnold, Miss Crane, Mrs Le Riverend and four children, Miss B Lenz, Mrs Lenz and two children, Mr Lenz, Mrs Blunt, N Y; Mr and Mrs R M Blunt, N Y; Miss Gerurvan, N O; Mrs S E Foot, Miss D Foot and servant, Mrs C ara Brinkerhoff, New York; Rev Mr M Hall and two children, Miss Lizzie Jones, Mr A J Dawson, New Orleans; Mrs E L Goodkin and child, Mr Phillips, New York; Mrs O Imaz and three children, Mr G Egg, New York; Rev G M Hills and wife, Mr P D Segond, Rev H Hills, Jr; F W Lowe, do; Miss Jessie Dows, A Ottenheimer, do; Mr and Mrs S F Austin, do; Dr La Capete, wife, child and servant, Havana; Miss La Capete, do; Miss Bereerend, do; Mr and Mrs J Aviles and two servants, do; Misses M and J Aviles, do; Victor Le Geane, Peter Erelchen, C Lionnet and friend, New Orleans; Mrs Gautier, Dr C Gordon and wife, Misses H, J and L Gordon, Boston; Mrs A S Fry, Mobile; T Goin, Jeru; Mr Lemercia, A Havenith, Mr De La Pena, Spain; J Raspall, Havana; Miss J E Ward, New York; R Johnston, Mr and Mrs Pavy, New Orleans; Mr and Mrs J C Baldwin, New York; Misses E and L Baldwin, do; Mr A Ancessy, Mexico; Mr Ancessy, Jr, do; Mr and Mrs G W Turner, three children and servant, New York; Miss Turner, do; J H Hall, do; C C Hall, do; Mrs Cabazas, two daughters and servant; E Vally, New Orleans; B N Bailey, Philadelphia; Miss Hoffman, New York; Mrs E M Forbes, do; A De Peyster, Boston; Mrs E C Hall, New York; Rev Edward Auston and wife, N Y; Mrs Dunamel, New Orleans; Miss Auston, N Y; Mr and Mrs Chas Sander, three children and two servants, N Y; Mrs Warmser and son, N Y; Mrs T G Caldwell, child and servant, N Y; Mr and Mrs Henry Laurencel, child and servant; Dr J B Upham, Mr Chas Lichtenberg, N Y; Mrs Gourgnes and child, Mrs Gourgnes, Franco Bueno, Mr F P d'Almida, Mr Albert Lembardo, Mr J B Iyregne, Mexico; Mr D M Farnum, Mr and Mrs Fouer, three children and servant; Mr F Jastoux, Mr B Jastoux, Mr M Jastoux, Mr Santiago Ymaz, N O; Mrs de Vilalos, Mr and Mrs Pedro Sarrante, three children, servant and child; Mr A Caserne Mexico; Mr Marcellco Delatoosa, Havana; Mr Ramon Tago, Mr Antonia Casal, Mr B Guchenson and wife, Miss M J Hall, Mr B H Moore, Philadelphia; Mr E A Jessup, do; Miss Campbell, Miss F Smith, Maine; Dr J de Wolfe Smith, do; Mr Jordan, Rouse, Mr A Van Rathuysan, Albany; Mrs B H Moore, Philadelphia; Miss E C Moore, do; Mr McCuen, do; Mr E Johnson, L I; Mr G Bon, San Francisco; Mr Isaac Cohen, Mr J Frendenstein, Ohio; Mr E Goldsmith, Illinois; Mr M Cohen, Mrs Hirsch, Mr R Duncan, Mr Chas Jeandol, Mrs R Nathan, Mrs Mason and two children, Mr Hirschell, New York; Mr E Simmons, Mr S Oser, Mrs Hanel, Mr and Mrs B Mother and child, Mrs Salaille, Mrs E Platz, Mrs Platz and child, Rev Jas Miller, John Hutin, Cal; F M E Hertz, Mr Sourcand, Mr C Beec, Havana; Mrs Schows Cal; Mrs V Jeardi, Mrs J Hutin; Nicolo Vedovalto, Iowa; Mr and Mrs G Andree, New Orleans; Mr C Pablo, Mexico; Miss E Kahn, Panama; Mr A Pablo, Mexico; Mrs E D Morgan, Mr F Sancez, Mrs Du Mermel and child, Mr Eugene Wade, Mr L Th L Sa Liebing, Mr Jules Duvosin, Mr E Glatz; Mr A Cerch, St Louis; Mr Mattrett, Mr A Phillips, Mrs L A Wade and son, Mr Isaac Weiss, Mrs Isaac Wetes, Miss L Weiss, Mrs D Grill, Mr D Grill, Jr, Mr E Malberbe, Mr E Dreret; Mr Adolphe Boge, New Orleans; Mr H Bachrach, New York; Mr Martin, Miss C Miller,—Total, 283. Specie, $283.

NASSAU, N P—Steamship Karnak—Daniel W Meeker, John J Stoors, N Y; Lieut Col Macdonald, lady and child, Second W I regiment; John Floyd, N Y. For Havana—Antoni Leada, Francisco de Lonaz and servant, Havana; Dr Frank M Machado, Cienfuegos; Jose M Chazarri, Havana; Mr Odoarn, M Pinera, N Y. Capt R W Smith, United States Consul at Havana; John B Rena, N Y; Miss Thomasa Lima and servant, G Asrensolo, J E de la Cuara, S Panal, Jose Perede, Capt J Devereux Mass, Joseph Mass, R R de Canera, Francisco Fernandez, Havana; Wm Bailey, Boston; Miguel de Arostigni, Port au Prince; Pablo Echeruia B Beyeot, Havana; James B Bullock, England; J T Orier, Havana; W Brichter, Hamburg; C J Osborn, NY; F de la Haza, Matanzas; Mr and Mrs Jose Casanova, Mr and Mrs J Marting and servant, Mrs Wanea, two children and two servants, Henry Elson, England; Antonio E Mora, NY; Jose M Mora, Havana; Mr Nemeyyes, J M Gratrix, England; Captain Jos Long, NY; B de la Haza, Matanzas—and $459,059 specie.

ART AND LITERATURE IN THE FIELD.

Gifford and Witteredge have shouldered the knapsack and gun to join the jolly Seventh. Fitz James O'Brien marched with the same regiment, and F. C. Adams has joined the cavalry corps forming at Palace Garden. The sword has come to be mightier than the pen just now.

SHIPPING NEWS.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	5 00	MOON SETS	morn 12 14
SUN SETS	6 54	HIGH WATER	eve 1 01

Port of New York, April 29, 1861.

CLEARED.

Ship R L Lane, Bryer, Liverpool—T Richardson & Co.
Ship Charter Oak, Witham, Glasgow—Nesmith & Sons.
Bark J E Ward, Tibbetts, Havana—J S Ward & Co.
Bark John Aviles, ——, Bangor—N O Pillsbury.
Bark William, Lord, Boston—C & E J Peters.
Brig Princeton, Wells, Boston—C & E J Peters.
Brig [illegible], Hall, [illegible]—Metcalf & Duncan.
Schr [illegible], Rio Janeiro—[illegible] Coit.
Schr Abby Brackett, McCobb, Aspinwall—Metcalf & Dunbar.
Schr Alma (Br), Curry, Cornwallis—D R Dowolf.
Schr Armada, Knowles Seaford—Van Brunt & Slight.
Schr Medora, Barrett, Boston—C & E J Peters.
Sloop W D Mangum, Thrasher, Taunton—Lane & Mangham

ARRIVED.

Steamship Bremen (Brem), Wessels, Bremen, via Southampton April 17, with mdse and 387 passengers, to Geipcke, Keutgen & Reichelt. 28th inst, 9 PM, went ashore on the E edge of the East Bank, and remains there. (See Miscellaneous.)

Steamship James Adger (transport), Phillips, Annapolis.

Steamship Alabama (transport), Schenck, Annapolis.

Ship Endeavor (of Boston), Doane, San Francisco, Jan 17, passed Cape Horn March 6, with mdse, to Wm T Coleman & Co. March 25, lat 24 50 S, lon 28 46, signalized ship Neptune's Favorite, from Callao for Hampton Roads; 7th inst, lat 37, on the Equator, spoke ship Rosewell Sprague, 28 days from Callao for Hampton Roads; 19th, lat 24, lon 64, passed a bark steering N, with letter F in foresail; 25th, lat 34 30, lon 72, signalized ship Montebello, from New Orleans, 27th, lat 37, lon 71, spoke bark Chevalier, of and for Portland.

Ship S F Hoxie (of Mystic), Craig, Callao, 81 days, via Cape Henry 24 hours, with guano, to Barrell Bros. 16th inst, lat 18, lon 39 50, spoke Br brig Rothsaye, of and from Liverpool, 23 days for Barbados.

Bark Marinus (Br), Kienan, Waterford, in ballast, to H Smith & Son.

Bark Virginia (of Richmond, Va), Lawry, Rio Janeiro, 49 days, with coffee &c, to C H Pierson & Co. 28th inst, lat 16 27, lon 52 15, spoke bark Edward, 28 days from West Coast of Africa for Boston.

Brig J M Sawyer (of Camardscotta), Bradley, Cardenas, 7 days, with sugar &c, to Oates, Porterfield & Co. 25th inst, off Hatteras, spoke schr Chief, of Harwich, from Portland for Matanzas.

Brig Samuel G Adams (of Boston), Carver, Cardenas, 7 days, with sugar, to Brett, Son & Co. Sailed in company with barks Marietta Anna, for Philadelphia; S P Hall, for Portland; M C Cox, for Europe; brig Angelina Avery, for Boston; schr Avon, for Philadelphia.

Brig Hidalgo (of Machias), Whittemore, Remedios, 11 days, with sugar, to Simpson & Mayhew.

Brig Victoria Ursula (Br, of Arichat), Lenoir, Picton, NS, 14 days, with coal, to Arthur Leary. Had very rough weather, W winds prevailing.

Brig Ganges (of Boston), Dearborn, St Marks, 12 days, with cotton &c, to Trask & Dearborn.

Brig H Matthews, Lamphere, Elizabethport for Charlestown.

Schr M Platt, Baker, Santa Cruz, April 17, with rum &c, to Roche Bros & Coffey.

Schr James Satterthwaite (of Philadelphia), Maloy, New Orleans, 17 days, with hides &c, to N H Brigham. Had some strong winds; lost fore gaff.

Schr Ranger, Hinckley, Jacksonville, 6 days.

Schr A Mason, Corson, St Marys, Ga, 8 days.

Schr E D Pitts, Corson, Charleston 5 days. Has 21 passengers—part of the crew of steamship Isabella.

Schr West Wind, Burnett, Wilmington, NC, 4 days.

Schr Oneida, Warren, Richmond, 5 days.

Schr Adriatic, Hall, Richmond, 6 days.

Schr Margaret, Henson, Petersburg, 7 days.

Schr Expedite, Beebe, Alexandria, 4 days.

Schr Fairfax, Mott, Georgetown, DC, 7 days.

Schr Angela, Lee, Baltimore, 4 days.

Schr P F Brady, Ball, Rondout.

Schr Washington, Mills, Elizabethport.

Schr Robin, Wallace, Elizabethport for Salem.

Schr Emma Mayo, Mayo, Elizabethport for Salem.

Schr J P Johnson, Chase, Elizabethport for Boston.

Schr Tyrone, ——, Elizabethport for Boston.

Schr D F Willetts, Baldwin, Elizabethport for Fall River.

Schr Cornelia, Mackey, Elizabethport for Providence.

Schr Connecticut, Pratt, Elizabethport for Providence.

Schr C L Hulse, McGee, Elizabethport for Providence.

Schr Susan, Vroman, Elizabethport for Providence.

Schr W Kallahan, Edwards, Elizabethport for New Haven.

Schr C Williams, Sealey, Rockland, 4 days.

Schr N Harvey, Hodges, Boston for Albany.

Schr Areturus, Cobb, New Haven, 2 days.

Schr A Bacon, Nickerson, Portland, Ct, 2 days.

Schr P E Anderson, ——, Portland, Ct, 2 days.

Schr C Chamberlain, Sturges, Albany for Boston.

Schr John Adams, Hatch, Rondout for Boston.

Sloop Gold Leaf, James, Elizabethport for New London.

Sloop Jane Eliza, Penderson, Elizabethport for Port Jefferson.

Steamer H Burton, Loper, Philadelphia.

BELOW.

Brig Cyclone, from Porto Rico.

Brig Thomas Owen, from Sagadiles.

Schr Adelphi, from Rio Grande.

Schr James Williams (3 masts).

Also, two barks and two brigs, unknown.

SAILED.

Steamship Keystone State; ship Java, Glasgow; barks Julia Hersey, Belfast; Jupiter (Nor), Gloucester; Ophelia (Rus), Falmouth, &c; Ilva, Marscaibo; Virginia, Barbados; B Colcord, Sagua; Helvetia, brigs Concurrent (Dutch), Londonderry; Industry (Br), and Brothers (Br), Wexford; Surf, Sligo; Ocean Belle, Marnham; Arabella, Aspinwall; Experiment, Havana; Franconia, St Jago; Thomas M Mayhew, Bermuda; Lucy Darling, Nassau, NP.

Wind during the day W to NW.

Miscellaneous.

BREMEN STEAMSHIP BREMEN, Wessels, from Bremen and Southampton, with mdse and passengers, to Geipcke, Keutgen & Reichelt, went ashore during Sunday night on the East Bank, about one mile from Coney Island Point. She heads about SW, with her stern afloat, and lies very easy. There is heavy sea on, but it is doing her no injury at present. The steamtugs Achilles, Underwriter, Only Son and I N Seymour endeavored to haul her off, but without success. The Only Son, Achilles and Underwriter came up to the city last evening with all the passengers, and report that the