loans on the Paris Bourse. Consols, for money, were quoted first 92⅝ a ¾, and the last price was 92¾. For the 6th of March the latest transactions were at 92¾. Bank stock closed at 238 a 240; reduced and new three per cents, 92⅝ a ¾; and Exchequer bills (March), 16s. a 19s.; (June), 19s. a 22s. premium.

An extensive business has again been transacted in foreign stocks, and the market has shown a further upward tendency. Mexican, after marking as high as 33¾, relapsed and closed at 33 a ¼, or the same as yesterday. A good inquiry has prevailed for Spanish descriptions, particularly the certificates, and New Granada and Venezuela bonds have likewise improved. Chilean four and a half per cents were negotiated at 85; Ecuador new consolidated, 15¾; Mexican, 33, ⅝, and ⅛; for the account, 33¼, ⅜, ½, 33, ¾, and 33; New Granada two per cents, 26 a 25; Peruvian four and a half per cents, for the account, 98¼ a 99½; Venezuela three per cents, for the account, 25, ¼, ⅛, ¼, and ⅜.

The last price from Paris this evening was 71f. 20c., showing a recovery of an eighth.

The suspension has been announced of the mercantile house of Mr. T. Rustat Browne, owing to the failure of remittances from Australia, the West Indies and elsewhere. The liabilities are stated at about £60,000, and the assets are expected to prove good.

AMERICAN GOVERNMENT SECURITIES AND RAILWAYS.

United States 5's, redeemable 1874	66	a 68
Virginia 6's	47½a	48½
Atlantic and Great Western, New York sec.,		
1st mortgage, 1880, 7 per cent	60	a 65
Erie shares	28¾a	29¾
Do. 7 per cent preference	48	a 49
Do. assessment scrip	1¾	2
Do. 1st mortgage, 7's, 1867	90	a 92
Do. 2d do., 7's, 1859	85	a 90
Do. 3d do., 7's, 1883	76	a 77
Do. 4th do	64	a 66
Illinois Central 6's, redeemable 1875	74	a 76
Do. 7's, 1875	77	a 79
Do. $100 shares, $85 paid dis.	44	a 43
Do. all paid	52	a 54
Michigan Central 8's, con., 1869	79	a 81
Do. do. sink. fund, 8's, 1st m., 1882	80	a 82
New York Central 6's, sinking fund, 1883	76	a 78
Do. do. 7's, 1864	84	a 86
Do. do. 7's, sinking fund, 1876	85	a 86
Do. do. 7's, convert. bonds, 1876	84	a 86
Do. do. $100 shares	69	a 71
Panama RR. 1st mortgage, 7's, 1865	97	a 100
Do. 2d mortgage, 7's, 1872	97	a 100
Pennsylvania Cent. bds., 1st mort. 6's, conv.	80	a 82
Do. 2d mortgage, 6's	83	a 85
Do. $50 shares	28	a 32
Philadelphia and Reading, $50 shares	14	a 18

LONDON, Feb. 1, 1862.

Funds have been rather scarce to-day, and consols have improved ⅛ per cent.

British railway stocks dull, but not lower.

MESSRS. RICHARDSON, SPENCE AND COMPANY'S CIRCULAR.

LIVERPOOL, Jan. 31, 1862.

COTTON.—The market opened on Monday with a fair demand, which increased on the news of the pacific nature of the French Emperor's speech, and the total sales of the day exceeded 15,000 bales, establishing an advance of ¼d. per lb. on previous quotations. Since then the demand has not been active; but as holders offer their stocks only sparingly prices have generally been maintained, and last week's quotations must be raised ¼d. per lb. on the ordinary to good middling qualities.

Sea Islands have improved in the month about three pence per pound.

Surats in fair demand, but freely offered and unaltered in price. The quotations are:—

	Middling.
Orleans	13d.
Mobile	12¾d.
Uplands	12¾d.

In Manchester a little more spirit was observable in the early part of the week, but to-day the market is dull again; still, in the week, more business has been done than of late.

BREADSTUFFS.—During the past week the trade has ruled quiet, and on Tuesday little business was done. For wheat prices declined about 1d. per cental, and flour was 6d. per barrel cheaper, with limited sales. Indian corn met a moderate demand, at rather higher rates. At to-day's market there was a steadier feeling for wheat, and a moderate consumptive business was done at Tuesday's prices. Flour slow of sale, and unaltered in value. Indian corn quiet at last rates. We quote wheat—Red Western, 10s. 10d. a 11s. for Chicago; 11s. a 11s. 4d. for Milwaukee and amber Iowa; 12s. a 12s. 2d. for winter; Southern, 12s. 3d. a 12s. 5d.; white Western, 12s. 6d. a 12s. 9d.; Southern, 13s. a 13s. 3d. per 100 lbs. Flour—Extra State, 29s. a 29s. 6d.; extra Ohio, 30s. a 32s. per 196 lbs. Indian Corn—Mixed, 31s. a 31s. 3d.; yellow 31s. 3d. a 31s. 6d.; white, 34s. a 37s. per 480 lbs.

BEEF quiet; sales are confined to retail, and occasionally rather lower prices are accepted.

PORK neglected, although offered at a decline of 2s. 6d. per barrel.

BACON is in good consumptive demand, but holders sell freely, and, buyers being cautious, prices show no improvement.

CHEESE pressed for sale, and lower.

LARD again lower, without leading to sales; fine new has been sold at 46s. on the spot, and 45s. to arrive.

TALLOW in slightly improved demand; still the business doing is very limited and prices are not higher; we cannot quote over 47s. for "Butchers' Association."

QUERCITRON BARK dull. Philadelphia offered at 12s., without buyers. In Baltimore nothing doing.

ROSIN steady. About 3,000 barrels sold, at 13s. for common.

SEEDS.—For clover no demand, and prices quite nominal; about 100 tons American red are advertised for auction on the 7th proximo. Nothing done in flax or timothy.

THE LATEST MARKETS.

LIVERPOOL, Feb. 1, 1862.

COTTON.—The sales to-day add up 5,000 bales, the market closing steady at unchanged prices. The sales to speculators and exporters were 2,000 bales.

BREADSTUFFS quiet and steady.

PROVISIONS quiet.

LONDON, Feb. 1. 1862.

Consols are at 92⅞ a 93 for money.

Illinois Central shares, 43½ a 43 discount; Erie shares, 29 a 29½.

HAVRE, Jan. 30, 1862.

COTTON.—Sales of the week 11,500 bales, the market closing quiet but steady.

The stock of cotton in port is 116,000 bales.

PARIS, Feb. 1, 1862.

The rentes are at 71f. 5c.

FINANCIAL AND COMMERCIAL.

SATURDAY, Feb. 15—6 P. M.

The money market is very easy; money is abundant at 5 a 6 per cent on call. Foreign exchange closed firm at 115 a ⅛ for sterling, and 4.90 a 92½ for francs—first class bankers' bills in both cases.

An active business was done in stocks this morning; but the commission brokers report that their customers have no part in it. The jobbers of the street and the board have the whole game to themselves; at the close of the first board this morning the market showed a tendency to decline, but was rallied by some vigorous bidding on buyers' option. At the second board stocks were steady, and closed so. State stocks were higher to-day, and so were the speculative Western shares. In other respects the market was without change. The following were the last quotations:—United States 6's, registered, 1881, 90¼ a ⅜; do. 6's, coupon, 1881, 89 a ⅞; do. 5's, coupon, 1874, 80¼ a ⅜; Indiana 5's, 74 a 76; Virginia 6's, 53¾ a 54; Tennessee 6's, 48⅝ a ½; North Carolina 6's, 63¾ a 65; Missouri 6's, 44¼ a ⅝; Pacific Mail, 94⅝ a ½, ex dividend; New York Central, 81⅞ a ⅞; Erie, 34¾ a ⅞; do. preferred, 57¾ a 58; Hudson River, 38¼ a 38½; Harlem, 12⅝ a ⅞; do. preferred, 30¼ a ½; Reading, 41¾ a 42¼; Michigan Central, 53 a 53; Michigan Southern and Northern Indiana, 21⅛ a ¾; do. guaranteed, 41⅛ a 42¾; Panama, 116 a ¼; Illinois Central, 59 a 59; Galena and Chicago, 68 a 68; Cleveland and Toledo, 44⅛ a 44¼; Chicago and Rock Island, 54¾ a ¾; Chicago, Burlington and Quincy, 62 a 63; Milwaukee and Prairie du Chien, 19½ a 20; Cleveland, Columbus and Cincinnati, 107½ a —; New York Central 7's, 1864, 105½ a —; Erie third mortgage bonds, 95½ a 96½; Michigan Central 8's, first mortgage, 100 a ¼; Illinois Central bonds, 7's, 92½ a ⅝.

The receipts at the office of the Assistant Treasurer were as follows:—

Receipts	$1,055,857 50
—For customs	92,000 00
Payments	348,414 36
Balance	4,195,864 54

The exchanges at the Bank Clearing House this morning were $17,040,447 52, and the balances are $1,109,467 02. The exchanges for the week ending to-day were $105,102,176 94, being a daily average of $17,517,029 49, against $18,869,382 86 for the week ending on Saturday last.

A telegraphic despatch from Detroit announces the suspension of the banks of that city.

The City of Baltimore to-day takes out $293,525, and the Hansa $236,000—in all $529,525 in specie.

The passage of the Treasury Note bill through the Senate ends the long period of suspense with regard to the public finances. One hundred and fifty millions of paper money will now be set afloat as soon as it can be manufactured, and the necessities of the Treasury will be relieved. It is not likely, as many people imagine, that the creation of this paper money will cause any inflation of prices. At least one hundred and fifty millions of bank notes and bullion have been and are being withdrawn from circulation, so that the new supply will only just fill the vacuum, and the aggregate currency of the country will be no larger than it was two months ago. By and by, as the work of suppressing the rebellion progresses, it will be easy for the government and the banks to come to an understanding, with a view to a resumption of specie payments, and the law rendering the new Treasury notes a legal tender can be repealed. But, in the mean time, the one thing necessary is the passage of a tax bill and an increased tariff of customs duties. Without a tax bill which will yield an adequate revenue, gold and exchange, which are the present standards of value, will go on rising from day to day, and commerce will be fatally injured. If there were a fair prospect of a tax bill going into effect within thirty or forty days, gold and exchange would both fall at once, the public credit would improve, commerce would revive, and the flood of American securities which are now coming home for sale would be checked. The passage of the Treasury Note bill, rendering paper a legal tender, was a financial necessity. But without a proper basis of direct taxation it will only aggravate the evils it was intended to cure. We take pleasure, in this connection, in referring to the businesslike and comprehensive *resume* of the arguments in the case which was delivered by Senator Sherman, of Ohio, in the Senate, on the 13th. Mr. Sherman very properly reminded Senators of their financial inexperience, and acknowledged his obligations to various Chambers of Commerce, bank cashiers and public functionaries who had argued in favor of the bill as passed. Mr. Sherman's candor would have stood higher if he had likewise extended his acknowledgments to the journal where these Chambers of Commerce, bank cashiers and public functionaries got their ideas, and in which the crisis was foretold and the remedy pointed out at a time when the present financial advisers of the Senate were positive that specie payments would never be suspended, and the government never compelled to issue paper which was not redeemable in specie on presentation.

We have received a copy of the annual report of the Milwaukee and Prairie du Chien Railway Company for the year 1861. The cost of the property under the new organization stands as follows:—

Cancelled of first preferred scrip stock with bonds attached	$30,000
The trustees of the creditors of the Milwaukee and Mississippi Railroad have cancelled of full paid first preferred stock	34,600
Of full paid second preferred stock	66,800
Total cancelled	$131,400
Deduct same from issues	7,500,000
Leaves outstanding	$7,368,600
To wit:—	
First preferred scrip stock, with mort. bonds	$2,526,000
First preferred stock, full paid	1,060,800
Second preferred stock, full paid	1,020,000
Common stock, full paid	2,761,800
Total	$7,368,600

The gross earnings of the main line, Southern Wisconsin branch and ferry, are $1,108,353 78

Ordinary operating expenses are $592,156 62	
Extraordinary expenditures are 80,157 75	
Total expenses	672,314 37
Net earnings	$436,039 41

These earnings are from January 22 to December 31, 1861. The purchase price of the road was $7,500,000; there is, consequently, under the new organization a reduction of $132,000 since January 22, 1861.

The meeting of the Vermont and Massachusetts Railroad was held at Boston on Wednesday. The business of the year ending November 30, 1861, was as follows:—

Income	$200,648 38
Expenses	161,297 30
Balance	$39,451 08

The earnings have decreased $54,177 99 and the expenses $31,180 15 during the year.

A temporary injunction has been issued against the Bank of Mutual Redemption at Boston, upon the petition of the Bank Commissioners of Massachusetts, and a hearing will take place on Saturday. The solvency of the bank is not called in question, and the injunction does not interfere with the regular operations of the bank, but restrains it from the performance of certain alleged illegal acts until the option of the court can be ascertained. The petition alleges:—

1. That the bank has not kept specie on hand to the amount of fifteen per cent on the circulation and deposits.

2. That the bank has issued notes and bills at other places than its own banking house.

3. That the bank has made contracts for the payment of money at a future day certain, with interest.

4. That the bank has issued notes and bills under an agreement that they should not be put into immediate and unrestricted circulation, and should not be returned to said bank within a limited time.

All of which acts are alleged to be in violation of the banking law of Massachusetts.

The Cincinnati *Gazette* says:—

We are authorized to state, by the officers of the Cleveland, Columbus and Cincinnati Railroad, that the rumor started by the Pittsburg *Gazette*, that the government was to take possession of that road for a week, is false in every particular. Not only has no such arrangement been entered into, but no overtures of any kind have been made by the United States government to the Cleveland, Columbus and Cincinnati Railroad for the purpose of transporting troops into Kentucky, or for the shipment of any military munitions.

Stock Exchange.

SATURDAY, Feb. 15, 1862.

$4000 U S 6's, '67	90	457 shs NY Cen RRcpg	82¾
26000 U S 6's, '81, cou	89⅞	100 do s10	82¾
500 U S 6's '81 Orwly	88	350 do opg	82½
2000 US6s 81 Orwl ¼y	88	300 do b20	82¼
2000 do	88⅛	150 do b30	82¼
1000 U S 5's, '74, cou	80	50 do s30	82⅛
5000 Trea 7 3-10 p c n	98⅞	50 do b45	82¼
27000 do	98¾	50 do b20	82¼
500 Ohio 6's, '60	96½	150 do p & c	82⅛
1000 Ill Can reg bds	79	375 Erie RR pref	58¼
1000 Ill coup bds, '69	80¾	200 do	58
2000 Ill coup bds, '77	81	100 do b60	58¼
11000 Ill war loan	77⅞	50 Hudson River RR	38¼
1000 Mich 6's	81⅞	100 Harlem RR	12⅝
6000 Tenn 6's, '90	48⅛	11 Erie RR	35
24000 do	48⅝	100 do s30	34¾
20000 Missouri 6's	44⅞	550 do	34¾
8000 do b30	44¾	200 do s30	34½
51000 do	44⅝	50 do	34⅝
5000 do b20	44⅝	100 do b30	34¾
10000 do b15	44¼	150 do b10	34¾
6000 do	44¾	200 do b15	34¾
1000 do	44¼	300 Mich Cen RR	53
8000 M6's, 8 H&St JRR	55	146 do	52¾
1000 Louisiana 6's	62⅛	100 do b10	52¾
500 California 7's	83	300 do s10	52¾
2000 N Y 5's, 1874	99⅛	50 do s30	52¾
500 City 6's, '87	100	100 do b30	52⅞
1500 N Y Cent 6's	98	15 do	52½
1000 do	98⅛	250 Mich S & N I RR	21¾
9000 do	98⅛	250 do b30	21⅞
35000 E RR 3d m b, '83	96	575 Mich S&N Ig'd sk	42¾
10000 Erie RR 4th mb	84⅛	20 do	42⅞
5000 do b30	85	50 Panama RR	115
3000 Hud R ref bs	102	35 do	115⅛
1000 Hud R 3d m bs	85¼	50 Ill Cen RR scrip	59
1000 Harlem 1st m b	100¾	200 do	58¾
6000 Har RR 3d m b	73	150 do	58⅛
10000 MC 8pc1mafcb	100	50 do s60	58¼
4000 do s10	100	150 do s30	58⅜
5000 CB&QRR 8 p c b	98	50 do s10	58⅜
4000 Mich So 2d m	70	100 Clev&Pitts RR	16
6000 Ill Cen RR bs	92⅝	50 do	16¼
1000 Han&St J RR bs	35	100 Gal & Chi RR	68
8000 Tol&Wabash 1m	76⅛	100 do b10	67⅞
5250 Tol&W2cou at'd	54	100 do s30	67¾
1000 Gal & Chi 1st m	100	100 do b30	68
5000 do	99¾	100 do	67⅞
3000 NJerseyCen1 m	106½	400 Clev & Tol RR	44¼
10000 Ameri'ngd b	104¾	200 do s30	44¼
10000 do b15	104¾	50 do	44⅜
5000 do s30	104¾	100 do s15	44¼
15000 do b30	104⅞	100 do s15	44¼
65840 do	104¾	800 do	44¾
1000 Long Dock bds	95	300 do b5	44⅛
22 shs Bank N York	84½	200 do b30	44¾
12 Amer Ex Bank	80	100 Chic & Rk Isld RR	54⅛
18 do	80½	200 do s10	54⅛
50 Pacific Mail SS Co	99½	50 do b30	54⅝
250 do s60	99¼	50 do b30	54½
50 do b30	100	50 do	54¼
50 do s10	99¾	275 Chic, Bur & Q RR	62
425 do	99¾	100 do b30	62
124 N Y Central RR	82	50 Mil & Pr du Ch RR	20

SECOND BOARD.

$10000 US 6's, '81, reg	90½	105 shs PacMSSCo exd	94¾
10000 do	90½	25 do	94⅛
7000 U S 6's, '81, cou	89⅞	50 do b10	94⅛
10000 do b30	90	50 do s30	94⅛
1000 do b5	90	100 N Y Cen RR pkc	82
15000 U S 5's, '74, cou	80	100 do b 10 pkc	82
5000 US6s, 81 Orwl ¼y	87¾	200 Erie RR pref s20	57¾
25000 Trea 7 3-10 p c n	98⅞	200 do s30	57¾
8000 do	99	50 do	58
6000 Missouri 6's	44¼	25 Hudson R RR	38
2000 M6's 1 to H&S JRR	54¼	100 Reading RR	42
1000 Ill cou bds, '62	80¾	50 Mich Cen RR	52⅝
1000 do	81	50 do b30	53
4000 Tenn 6's, '90	48¼	25 do	52¾
1000 E RR 3m bs, '83	96	50 Panama RR	115¼
5000 Mich So 2d bds	56⅛	5 do	116
2000 Tol & W 1st m	76⅛	50 Ill Cen RR sc. s30	58⅛
3000 Goshen br bds	87	50 do	59
5000 American gold	104⅝	150 Gal & Chic RR	68
10000 do s10	104⅝	20 M & P du C 2d pref	53
40000 do b30	104¾		

CITY COMMERCIAL REPORT.

SATURDAY, Feb. 15—2 P. M.

FLOUR.—The market was unchanged and sales moderate, having embraced about 9,000 bbls.

WHEAT.—The market was inactive and prices irregular The sales embraced about 25,000 bushels, including common Western red at $1 40, and Milwaukee club at $1 42, and a small lot of choice Jersey at $1 50.

CORN.—The market was easier and sales limited to a few thousand bushels of Western mixed at 65c. At the close 64c. was bid and 65c. demanded.

PORK was steady, with sales of 800 bbls., at $13 for new mess, on the spot, and 500 do., deliverable in June, at $13 25.

WHISKEY took quite an active jump, with sales of 300 bbls. at 27c. Some holders asked 28c.

SHIPPING NEWS.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	6 53	MOON RISES	eve 8 13
SUN SETS	5 36	HIGH WATER	morn 9 33

Port of New York, February 15, 1862.

CLEARED.

Steamship Chesapeake, Crowell, Baltimore—H B Cromwell & Co.
Ship Rapid, Dunham, Melbourne—Mailler, Lord & Quereau.
Ship Dreadnought, Samuels, Liverpool—D Ogden.
Ship Caroline (Brem), Strickner, Liverpool—Ruger Bros.
Ship Charter Oak, Carver, Port Royal—Walsh, Carver & Chase.
Ship George Washington, Cummings, Bath—Nesmith & Sons.
Bark T Bayne (Br), Howell, Queenstown.
Bark Ligure, ——, Cork, &c—Master.
Bark L Aurensois (Belg), Clarey, Antwerp—Boonen Graves & Co.
Bark Eliza Barss (Br), Cooper, Bermuda—Tucker & Lightbourne.
Bark Philena, Hall, Portland—Miller & Houghton.
Brig Rosehall (Br), Mermie, Queenstown, &c—H & P W Meyer.
Brig Hector (Brem), Harten, Kingston, Ja—Funch, Meincke & Wendt.
Brig Scotland, Francis, Barbados—E T Smith.
Brig A B Cook, Perkins, St Croix—H P Sherman.
Brig J Hathaway, Lord, Cardenas—C & E J Peters.
Brig Atalanta, Reed, Cardenas—Walsh, Carver & Chase.
Brig M C Dyer, Pickett, Neuvitas—Peck & Church.
Brig Tornado, Tibbetts, Portland—Yates & Porterfield.
Schr Venloo, Clossen, Tobasco—B F Small.
Schr H Elliott (Br), Douglass, Aux Cayes—J P Whitney & Co.
Schr Senator, Link, Havana—I B Gager.
Schr P Nickerson, ——, Port Royal—E D Hurlbut & Co.
Schr Lottie, Hammond, Port Royal—N L McCready & Co.
Schr F Burritt, Darling, Hatteras Inlet—N L McCready & Co.
Schr J Harvey, Howell, Hatteras Inlet—Johnson & Bigelow.
Schr Eclipse, Cook, Baltimore—Master.
Schr J Crockford, Smith, Baltimore—Master.
Schr J Van Sant, Bridge, Baltimore—Master.
Schr M B Bramhall, Davey, Baltimore—Master
Schr Sea Nymph, Conley, Baltimore—L Kenny.
Schr T Page, Frame, Baltimore—J W McKee.
Schr M C Durfee, Beaver, Baltimore—L Kenny.
Schr Chief, Cropper, Baltimore—J W McKee.
Schr Velasco, Jones, Baltimore—A C Havens.
Schr J H Tilton, Jester, Snowhill—A C Havens.
Schr John Jones, Corson, Wilmington—J W McKee.
Schr Frank Herbert, Parker, Philadelphia—J Hand.
Schr Buena Vista, Horton, Philadelphia—H S Rackett.
Schr Little Rock, Clayton, Egg Harbor—T G Benton.
Schr Maria, Jordan, Milville, NJ—Master.
Schr G R Dixon, Wilson, Elizabethport.
Schr Joseph, Spelder, Boston—Master.
Schr Billow, Givens, Boston—G L Hatch.
Schr Oregon, Graves, Edgartown—L Kenny.
Schr Iola, Kelsey, Westbrook—H S Rackett.
Schr Tariff, Provost, Stamford—R Sanford.
Schr Moonlight, Tuthill, Greenport—Baker & Dayton.
Sloop Planter, Burrett, New Haven—H S Rackett.
Steamer Kennebec, Garton, Philadelphia.

ARRIVED.

Steamship Asia (Br), Lott, Liverpool, Feb 1, and Queenstown 22d, 4 PM, with mdse and passengers, to E Cunard. Feb 3, 1:30 PM, passed steamship Canada, bound E; 10th, 10 AM, passed ship Compromise, bound W.

Steamship United Kingdom (Br), Craig, Glasgow, Jan 25, via Portland Feb 19, with mdse and 11 passengers, to F McDonald & Son.

Steamship Cleator (Br), Lord, Kingston, Ja, Feb 5, with mdse and passengers, to Walden & Booth. Feb 7, off Cape Canaas, at 3 PM, passed steamship North Star, hence for Aspinwall.

Ship Underwriter, Roberts, Liverpool, 30 days, with mdse and 39 passengers, to Chas Carow.

Ship Wizard King, Cone, London and the Downs Dec 3, and Cowes Dec 19, in ballast, to master.

Ship Sir Robert Peel, Larrabee, Antwerp, 48 days, in ballast, and 25 passengers, to C Grinnell. Feb 14, Peter Brown, seaman, died; he was supposed to be a native of Holland.

Bark Mondamin (of Baltimore), Ferrell, Rio Janeiro, Jan 1, with coffee, to J L Phipps & Bros. The bark Cricket, from Baltimore, arr Dec 29. Jan 10, lat 19 31 S, lon 34 50, passed bark Zingarella, from Rio Janeiro for New York.

Bark Lamplighter, Thompson, Salt Cay, TI, Feb 5, with salt, &c, to John M Smith & Sons. Slid in company with bark Bonita, for New York. 5th inst, Turks Island light bearing E by S about 12 miles, spoke Br schr Hiram, Lessef, 23 days from Halifax for Kingston, Ja; had been without water 2 days; supplied her.

Bark Hanson Gregory (of Rockland), Sylvester, Matanzas, Feb 6, with sugar, to Metcalf & Duncan.

Bark Nazarene, Peters, Remedios, 10 days, with sugar, &c, to James Borland & Co.

Bark Morning Star, Sterling, St Jago, 13 days, with sugar &c, to Wavdell & Co.

Bark Holland, White, Guantenamo Feb 2, via Inagua 5th, with sugar, molasses and honey, to Jonathan Thompson.

Brig Lightning, Daniels, Rio Janeiro, 50 days, in ballast, to Behrens & Wolff.

Brig Olive (Br, of Quebec), Bernier, Black River, Ja, 16 days, with logwood, &c, to A H Solomon. 6th inst, saw a large steam frigate ashore on Caryafort Reef, with four wrecking schooners alongside; same day, was boarded by the U S gunboat Kanawha, cruising, all well.

Brig Mary Alice (of Shelburne, NS), Hardy, Porto Cabello, Jan 22, with coffee, to Brett, Son & Co.

Brig Mary Lowell (of Machias), Johnson, Black River, Ja, 17 days, with logwood, to F Talbot. 14th inst, 10 miles N of Barnegat, passed a vessel's house, apparently belonging to a very large vessel, oak grained.

Brig Boston Lady (of Quebec), Talbot, Montego Bay, Ja, 21 days, with logwood, &c, to Leaycraft & Co. Had heavy weather.

Brig Enrique (Sp), De Castro, Port au Platt, 22 days, with mahogany, to A C Rossire & Co.

Brig Mary E Milliken (of Philadelphia), Norden, Matanzas, Feb 7, with sugar, to master.

Brig Neander (Br, of Windsor, NS), Priest, Remedios, 10 days, with sugar, &c, to D B Dewolf.

Brig Sarah Peters (of Ellsworth), Gilbert, Remedios, 10 days, with sugar and molasses, to C & E J Peters.

Brig Condor (of Gouldsboro), Allen, Remedios, 10 days, with sugar, to Thompson & Hunter.

Brig Thos Owen, Pettengill, Neuvitas, Feb 3, with sugar, to Thos Owen & Son. 4th inst, in the narrows of the Bahama Channel, spoke bark Prince, from Liverpool for Sagua.

Brig William & Mary, Norton, Zaza, Jan 25, with sugar, to Brett, Son & Co.

Brig Orison Adams (of Portland). York, Choptank River, 6 days, with timber, to Wesly Adams.

Schr Eureka (Br, of Wilmot, NS), Clark, Kingston, Ja, Jan 28, with logwood and sugar, to A H Solomon. 15th inst, Leonard Johnson, of Rockland, the first officer, died, aged 49.

Schr Hannah (of Plymouth, Mass), Loud, St Thomas, 14 days, in ballast, to Brett, Son & Co.

Schr Seguine, Elliott, St Croix, 14 days, with sugar and molasses, to Mailler, Lord & Quereau. Had heavy weather up to lat 33; split sails and shifted cargo; for the last 3 days had warm weather with SW winds.

Schr D Williams (of Frankfort), Hopkins, Ponce, PR, Jan 28, with sugar, &c, to master.

Schr Florence Rogers, Beatty, Havana, 6 days, with sugar, to master.

Schr Allen Middleton, Jr (of East Greenwich), Sipple, Matanzas, Jan 31, with sugar, &c, to Youngs & Co.

Schr New Jersey (of Cape May), Vanaman, Sagua, 12 days, with molasses, to Van Brunt & Slaight. 9th inst, off Frying Pan Shoals, was boarded by U S bark Amanda, on the blockade; 10th, off Cape Lookout, was boarded by U S gunboat Huron, 4 days from Boston.

Schr Eveline (of Philadelphia), Yorke, Sant'a Cruz, Feb 1, with sugar, &c, to Edmiston Bros. 7th inst, saw a large ship rigged steamer ashore on Pickle Reef, 10 miles N of Carryfort lighthouse, and one wrecker near her; 13th, saw a herm brig ashore 10 miles south of Fenwick's Island; had painted ports; a cargo of hogshead landing on the beach, and most of her sails unbent; saw a number of men at work on board of her.

Schr Bela Peck, Gardner, Port Royal, 4 days.
Schr Whipple, Worden, Accomac, 3 days
Schr Davison, Jackson, Accomac, 3 days
Schr Chincorora, Madison, Accomac, 3 days
Schr Golden Eagle, Kelsey, Baltimore, 5
Schr Sea Gull, Howland, Baltimore, 4 days.
Schr I H Day, Chase, Baltimore, 4 days.
Schr Daniel Brown, Heald, Baltimore, 3
Schr Isaac Merritt, Hughson, Elizabethport, a New Haven.
Schr Kedron, Graves, Elizabethport, and sailed for Boston.
Schr George R Dixon, Wilson, Elizabethport, and sailed for Boston.
Schr Mary & Eliza, Benjamin, Elizabethport.
Schr Wm Arthur, Haskell, Elizabethport for Boston.
Schr Mercer, Martin, Amboy for New Haven.
Schr Otter Rock, Smith, Portland, 4 days.
Schr Oregon, Graves, Bristol, RI.
Sloop Byron, Allen, Elizabethport.
Steamer Falcon, Williams, Providence.

SAILED.

14th—The following outward bound vessels were boarded by the U S revenue steam cutter Tiger to-day:—Ships Great Republic, Portland; Andover, Glasgow; Athena (Brem), London; barks St Bernhard (Brem), Rotterdam; H S Fisk, Philadelphia; Br brigs Acme, Cork; Billow, Liverpool; A W Roberts, Cork; Hannah, St Jago; Times, Point Petre; F B Johnson, St Martins; schrs Sunny South, Hatteras; Red Jacket, Key West; White Rock, Hatteras Inlet; N W Smith, Port Royal; Palma, Hatteras Inlet; Messenger, Key West; Howard Putnam (Br), Martinique.

15th—Steamships City of Baltimore (Br), Liverpool (and anchored in Gravesend Bay); Ericsson, with troops (and anchored in quarantine).

The Bremen steamship Hansa, for Bremen, is anchored in the North River. (All the above are detained in consequence of the storm.)

Wind at sunset N.

Miscellaneous.

STEAMSHIP ETNA.—Report of Captain Kenneds, Master of the Steamship Etna, from Liverpool for New York:—Jan. 29, 6 30 P M., Holyhead bearing E by N six miles, wind S W, steering by compass S W by W ½ W, saw a vessel two points on port bow, bound up Channel. Put Etna's helm a-port; saw the ship afterwards put her helm to starboard; and, likely to have a collision, stopped and reversed the engines. The ship struck the Etna on port bow, carrying away bowsprit and cutwater, and making a hole in her bows. Sounded the pumps immediately, and found water gaining fast; manned the pumps and put Etna around for Holyhead harbor. 8 P M, passed Holyhead lightvessel; 1 15, anchored in Holyhead harbor.

SHIP KINGFISHER, before reported ashore, has arrived at Boston in tow of two steamtugs.

SHIP WILSON FISK, Pousland, from Boston July 16 for San Francisco, was out upwards of 200 days at the date of last advices. She was spoken Aug 4, in lat 25 50, lon 39 50, the last heard from her.

AUSTRIAN SHIP E FERDINAND MAX, hence for Queenstown, which put into Bermuda in distress, having had her leak in topworks stopped through assistance afforded by Capt Hutton, Superintendent of the Navy Yard, proceeded to sea on the evening of 27th ult.

BARK EMMA F CHASE, Gilkey, from Matanzas Dec 10 of and for Portland, before reported put into St Thomas Jan 17, was off Cape Ann Jan 1, and blown off. She had very severe weather, and lost sails.

BARK MARYLAND, Potter, from Port au Prince Dec 27 for New York, was wrecked on the SE end of Inagua, on the night of Jan 31, during a heavy NE gale. According to late reports the vessel had bilged, but the cargo of 420 bags coffee, 25 bales cotton, 100 bags sugar and 80 tons logwood would be saved in a damaged condition. She was built in Medford, Mass, 197 tons' and rated A2.

BARK STATIRA, Bourne, from Troon, before reported ashore at the mouth of the River Clare, became a total wreck.

BRIG BENJ YOUNG, laying at Red Beach, loaded for New York, sprung aleak, and would have to discharge cargo for repairs.

BR BRIG NARCISSUS, of Halifax, from Gonaives for Gibraltar for orders, went ashore on the NW point of Inagua on the 24th ult, and became a total loss. Crew saved; also, 800 bags of coffee.

BRIG CHINA, of Boston, from Marseilles for Lagos, was totally lost in a thick snow storm Jan 7. Crew saved, and arrived at Lagos 8th.

BRIG TRENTON, Cunningham, from Surinam for Boston, before reported spoken in distress, making for St Thomas, arrived there 15th ult, leaking badly.

SCHR LOUISA WALSH—A letter from Calais of the 8th inst states that schr Louis Walsh, Reed, loaded for Providence, sprung aleak while laying at the Ledge, and sunk. The vessel was to be hauled ashore, and the cargo discharged.

SCHR OCEAN RANGER, Wheeler, from Portland for Philadelphia, put into Baltimore 13th inst in distress.

SCHR WM PENN, Winslow, from New Bedford for Providence, which went ashore on the south part of Goat Island night of 11th, was got off at high water next day, without injury.

SCHR SEA MARK (not Sea Nymph), before reported ashore on Seven Foot Knoll, came off without injury, and arrived at Baltimore 13th.

BREMERHAVEN, Jan 28—The Herzogin von Brabant, Behing, from New York, which was on shore on Langlutjensand, below Weddewarden, Jan 27, has apparently got afloat, and to anchor in the fairway.

BERMUDA, Feb 1—The brig T M Mayhew, trading between New York and this port, having met with heavy weather on her last voyage, has been abandoned, and is advertised for sale for the benefit of all concerned.

CHERBOURG, Jan 30—The Jacob Horton (of Newburyport), Merrill, from Calcutta for London (rice, &c), was wrecked at Leonville, SW of this port, last night.

CONSTANTINOPLE, Jan 22—The brig China (of Boston), Nelson, from Marseilles for Enos, was lost near the Dardanelles Jan 10; crew saved.

CORK, Jan 29—The American schr Sally Aikin hauled to the Royal Albert Dockyard wharf for repairs.

FAYAL, Jan 15—The squando, Skaling, from New York for Liverpool, which put in here Jan 6, with part of cargo shifted, pumps choked, &c, has been surveyed, recommended to discharge, and is now unloading.

GIBRALTAR, Jan 23—The American ship Charles D Merwin, Merwin, of New York, from Marseilles for Queenstown (wheat), which put in here Dec 31, has been surveyed, and is discharging cargo in consequence of being leaky.

HAVRE, Jan 30—The Hero, Couldry, which arrived here yesterday from New York, had experienced violent gales from Jan 13 to Jan 24, during which time she made three feet of water, and had her cutwater broken.

HALIFAX, Feb 13—The schr Melr