ARRIVAL OF THE NORTHERN LIGHT.

$581,292 IN TREASURE ARRIVED.

News from New Granada, Central America, and the South Pacific,

&c., &c., &c.

The steamship Northern Light, Captain Tinklepaugh, from Aspinwall 28th ult., arrived at this port at a late hour last evening.

Annexed is the specie list of the Northern Light:—

Order	$5,000	P. Naylor	6,000
R. Patrick	70,400	Jansen, Bond & Co.	1,000
Jas. Patrick	30,000	Neustadter Bros	14,700
T. G. Parker & Son	9,000	H. Cohn & Co.	18,000
Order	5,086	J. M. Goodman	4,000
W. T. Coleman & Co.	20,500	J. Strauss, Bro. & Co	30,000
Henry Hastings	9,500	Hours & Crowell	2,500
Z. Ernstein & Bro.	7,000	Scholle & Bros	13,800
W. Seligman & Co.	24,000	Wm. Meyer & Co.	4,200
J. H. Coghill	6,500	Wm. Heller & Co.	9,600
Jennings&Brewster	19,000	M. Lederer	3,083
J. B. Newton & Co.	8,022	Twombley & Lamson	8,000
Bucklin & Crane	12,000	Wells, Fargo & Co.	214,300
A. J. Rosenbaum	220,000		
Am. Ex. Bank	6,000	Total	$581,292

FROM ASPINWALL.

Wells, Fargo & Co.	$300	James Hale	1,915
Englander &Franklin	500	Handy & Hoadley	1,400
Delgate & Hoffman	700	Order	420

News from New Granada.

OUR PANAMA CORRESPONDENCE.

PANAMA, March 25, 1862.

We have had no later intelligence from the interior of the republic. The monthly mail from Carthagena will not be due until the night of the 4th of next month.

On the Isthmus politics are below par. The conservatives, less rabid than heretofore, begin to see that a war of restoration is not always a successful one. Some apply themselves to a better paying business, whereas those who have been left in public offices care little whether it is Tom, Dick or Harry who pays them their salaries, so long as they are forthcoming.

The State scrip which was put in circulation some time ago has been quite a success. All government officers are paid in notes, and they are received all around at a small discount. The State funds are now in a very good condition.

There has been some talk about reopening the public schools, which, until some years ago, were kept in good condition. The High School, particularly, had many competent men among its professors. They were closed about five or six years ago, on account of the impoverished state of the public funds, applying the private resources of the schools to other uses. Now it is proposed to let them flow back into their old channel; but it will require especial legislation, and that cannot be had until September, when the Legislature comes together.

On the night of the 22d inst., we had quite a fire in one of our bay island (Isla de Nao), where the Pacific Mail Steamship Company has its storehouses, was the one on which the fire took place. The three storehouses have been completely destroyed. The fire is said to have been discovered in the westernmost building, in the second story. Nothing more is known. The wind was in such direction that very little could be saved before the flames mastered everything. The loss has been estimated at $50,000 to $75,000. There was nothing insured.

In port we have the following foreign war vessels stationed:—American sloop-of-war Saranac, British war ship Termagant, French side-wheel steamer Cassini. The Ferry also remains in Aspinwall.

The weather in Aspinwall has been very severe since the evening of the 23d. As the tide was going down, the wind suddenly changed from north to west, which created a heavy swell.

The American bark Zenus Coffin, as she lay alongside the railroad company's central wharf lost her rudder-iron, and hoisting the American flag Union down, was soon taken to a safe anchorage by a crew which was sent to her from the Ferry.

The storm has caused some damage to the railroad company's store wharf. At the time I write I am told the swell continues.

A dreadful accident occurred the other day at Aspinwall. Two men will probably lose their lives by it. It appears that three sailors, from the British steamer Clyde, ran away on the night of the 22d, and in order to conceal themselves, proposed to spend the night in a little house on the outskirts of the town, used some time ago as a powder house by the railroad company; but though not used for that purpose at present, it happened that by accident some powder lay strewn about the floor. This they took to be black sand, and lighting their social pipes, threw the ignited matches carelessly away, causing an immediate explosion, which injured them so badly that two of them probably will not live. Such was the belief on board the Clyde when she sailed last night from that port.

News from the South Pacific.

OUR PANAMA CORRESPONDENCE.

PANAMA, March 25, 1862.

By the British mail steamer Bogota and the Panama Railroad Company's steamer Guatemala we have late advices from South and Central America.

The news is of little interest.

Dates are up to March 2 from Valparaiso; 14th from Lima and Callao.

From Guatemala they are to the 11th; Salvador, to the 13th; Nicaragua, to the 15th, and Costa Rica to the 19th.

The Bogota did not touch at Guayaquil. Hence nothing new from Ecuador.

The Bogota brought 500 bales Peruvian cotton for Liverpool, 500 bales bark for New York and 450 bales for Liverpool. Also $400,000 in specie for England.

PERU.

The government has issued a decree authorizing the building of a railway between the city of Arequipa and its seaport town, Islay, offering to guarantee six per cent on the estimated cost of ten millions of dollars to any company which will undertake it. The distance is only 102 miles.

General Canseco, brother-in-law of President Castilla, has taken command of the "Army of the South" in place of General San Roman, who resigns to accept the Presidency, which he may or may not get.

The frigate Callao or Apurimac has not yet been raised, though the government has spent large sums of money in attempts to float her.

Freights at Guano Islands for Europe £3 15s.

CHILE.

The people in Valparaiso seem to have been principally occupied during the past fortnight in paying honors to President Perez.

Reforms in the constitution and a change of ministry are talked of.

The President has signified his intention not to quit Valparaiso before making arrangements with the agent of the Pacific Steam Navigation Company to further the project of a line of steamers between Valparaiso and England, through the Straits of Magellan, via Brazil, and another between Chile, Uruguay and River Platte provinces.

Contractor Meiggs is pushing forward rapidly the work on the Valparaiso and Santiago Railroad, to the great satisfaction of the people and the government.

The Indians of Arauco have burned over the fields, to prevent the cavalry sent or to be sent against them from getting forage, and still continue their atrocities on the people of the frontier.

Considerable apprehensions appear to exist in Chile as to Spanish movements in Mexico and Spanish designs in South America.

A congress of South American republics is talked of.

Business is improving, sales having been large during the fortnight. Some difficulty is experienced in exporting products, owing to the scarcity of vessels. Twelve vessels were loading with grain in the southern ports. American cotton goods have advanced in prices. Flour is selling at from $3 to $3 75, six months' credit. Barley, $1 68 to $1 75 per fanegada, cash. Carolina rice (none in first hands) is selling at $10 to $11 per quintal. Bar copper, $18, cash. Nitrate of soda, $165 62½, cash. Freights to England and Hamburg £4 to £4 5s.; to the United States, $15. Exchange on London, sixty to ninety days, 46d. to 46½d. per dollar; on France, sixty to ninety days, 4f.90c. to 5f.; on United States, 10 per cent, nominal.

ARGENTINE CONFEDERATION.

These provinces enjoy perfect quiet, and General Mitre is reorganizing the government. He will probably be elected President of them, as the Portenos ascribe their success to his skill and energy.

BOLIVIA.

A conspiracy to oust General Acha from the Presidency was discovered in time to prevent its success. The country is quiet.

News from Central America.

The assassins of President Guardiola, in Honduras, have been tried and summarily shot.

Vice President Castellanos is at the head of the government.

Guatemala, Salvador, Nicaragua and Costa Rica are all quiet.

The coffee crop in Costa Rica exceeds 100,000 quintals, and the article is selling in Punta Arenas at $13 per quintal.

The Guatemala's freight was mainly coffee, some two thousand bags, for New York.

Coroners' Inquests.

FATAL RESULT OF A STABBING AFFRAY.—Charles Kane, the sailor who was stabbed in the abdomen at the boarding house No. 190 Cherry street, on Monday night, while engaged in a fight with James Jennings, died at the New York Hospital from the effects of his injuries. Coroner Naunan was notified of the case; but, in consequence of the absence of some material witnesses, he was compelled to adjourn the investigation over until ten o'clock this morning. Jennings fled soon after committing the assault, and has not been arrested since. The police are on his track, however, and hope to effect his speedy capture.

AN UNKNOWN MAN FOUND DROWNED.—The body of an unknown man, about thirty years of age, was found floating in the water at pier 14 North river yesterday. Deceased was five feet seven inches high, had long sandy hair, and appeared to have been in the water several months. Coroner Collin held an inquest upon the body, and ordered it to be sent to the dead house at Bellevue Hospital for identification.

Personal Intelligence.

Captain H. W. Johnson and family, of New York; J. H. Remick, C. C. Chadwick and Alanson Tucker, of Boston, are stopping at the New York Hotel.

C. W. Farrington, of Ohio; H. L. Kelly and S. F. Gould, of Rochester; S. B. Stebbins, M. J. Anderson, J. R. Osgood, W. H. Thayer, F. A. Goell and George H. Payson, of Boston, are stopping at the Metropolitan Hotel.

John Magee, of Bath, N. Y.; Samuel Bowner and S. Lapham, of Boston; W. H. Tillman of St. Louis; David Parker, of New Hampshire, and C. B. Hoard, of Watertown, N. J., are stopping at the St. Nicholas Hotel.

H. C. Morgan, of the United States Army; W. J. Mitchell and A. J. Magoon, of Providence, R. I.; W. J. McAuliff, of Nova Scotia; E. J. Hayden and G. B. Fish and wife, of Waterbury, are stopping at the Lafarge House.

Dr. Parsons, of Providence; Dr. C. Y. Swan, of Salem; A. Van Vechten, of Albany; N. D. Swain and A. A. Adams, Jr., of Boston; A. L. Jones, of Salem; M. Callender, of Hartford, and O. W. Childs and S. H. Holmes, of Syracuse, are stopping at the Astor House.

R. O. Colt, of Long Island; D. B. St. John, of Newburg; D. C. Winter, of England; W. H. Seward, of Chicago; Chas. Starr, of Coxsackie; M. L. Cutler, of Albany; T. Ewers, of Buffalo; A. M. Morgan and Mrs. James Morgan, of New London; G. R. Seymour and wife, of Troy, and H. C. Arnold, of Sand Lake, are stopping at the Albemarle Hotel.

Col. Uniacke and Captains Pemberton, Curtis and Phillips, of the British Army; Mr. Vagner, of the Grenadier Guards, England; P. Paquet, of France; W. J. Averell, of Ogdensburg; H. H. Bigelow, of Clinton; R. Glover and P. McDermott, of England; Mr. Proudfit, of Troy; Dr. R. Anderson, C. C. Holbrook, T. Magoun, G. T. Dobson, Isaac Taylor and Amos L. Wood, of Boston, and W. S. Slater, of Providence, are stopping at the Fifth Avenue Hotel.

William G. Brownlow has accepted invitations to visit Chillicothe, Ohio, and Indianapolis.

Navigation Northward.

MONTREAL, April 3, 1862.

Steamboats commenced running between Prescott and Ogdensburg to-day.

FINANCIAL AND COMMERCIAL.

THURSDAY, April 3—6 P. M.

In the absence of news from the armies, inactivity continues to be the feature of the market. There has been a dearth of rumors for some time past, the public credulity having seemingly been exhausted.

Money is quiet, without change of quotations. Brokers are paying 6 a 7 per cent for call loans. Mercantile paper sells at 6 a 7 per cent for the best names, with a few exceptions at 5. The Sub-Treasury received about a quarter of a million today on deposit at 5 per cent, swelling the aggregate fund to about $16,000,000. Treasury notes bearing 7 3-10 per cent interest are selling at 99¾ a ⅞. Certificates of indebtedness are rather heavier; they are offered at 96⅛, and 96 is bid. None of the new Treasury notes have yet made their appearance in the street, which is the more singular as some of them were sent to Washington last Friday, and nothing remained to be done with them but to cut and stamp them. The National and the American Bank Note companies are sending large amounts on daily. We ought to begin to receive some to-morrow or next day. They will ease the money market considerably.

Foreign exchange is inactive. We hear of sales of sterling at 112¼, and francs are quoted at 5.00 a 5.05. The speculators made an onslaught upon gold this morning and knocked it down to 101⅞; it closed 101¾ bid. A sharp contest between the street speculators and the bankers is going on in the precious metal. In the long run the latter will probably be successful; it is hardly possible that the country can be flooded with paper without some slight appreciation of gold.

Stocks continue very dull and inactive. The feature of the day is a decline in the border State stocks, which have been far too high, and are now falling to their proper level. Missouris declined to-day 1 per cent, and the other border State stocks were likewise lower. Railway shares are scarce, are not pressed for sale, and consequently fluctuate less. The financial condition and receipts of the Central, Erie, Toledo, Michigan Southern and some other roads encourage holders to keep their stock out of the market, as good news can hardly fail to revive the public inquiry for these securities. The bonds and stocks of the Michigan Southern were favorably affected by the publication of the report, which is very generally discussed. Great credit is due to Messrs. Gilbert, Keen and their associates for having extricated this property out of its embarrassments. Governments continue dull. The following were the closing quotations of the day:—United States 6's, registered, 1881, 92⅝ a ¾; do. 6's, coupon, 1881, 92⅝ a ¾; do. 5's, 1874, 86⅛ a 87; Indiana 5's, 76 a 78¾; Tennessee 6's, 53½ a ⅝; Virginia 6's, 56 a 57½; North Carolina 6's, 67¼ a ½; Missouri 6's, 49⅞ a 50; Pacific Mail, 97⅜ a ½; New York Central, 82½ a ⅝; Erie, 36⅞ a 37; do. preferred, 61 a ⅛; Hudson River, 36 a ¼; Harlem, 12½ a ¾; do. preferred, 30½ a 31½; Reading, 42 a ½; Michigan Central, 55½ a ¾; Michigan Southern and Northern Indiana, 22¾ a 23; do. guaranteed, 45¾ a 46¼; Panama, 119 a 120; Illinois Central, 61⅛ a ¼; Galena and Chicago, 67 a ¾; Cleveland and Toledo, 45⅝ a ¾; Chicago and Rock Island, 55¼ a 55¾; Chicago, Burlington and Quincy, 61½ a 61¾; Milwaukee and Prairie du Chien, 25 a ½; gold, 101¾ a 102.

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

Receipts	$2,002,618 25
—For customs	181,000 00
Payments	1,863,801 27
Balance	2,070,888 25

The exchanges at the Bank Clearing House this morning were $21,577,971 46, and the balances $1,463,128 43.

The Firemen's Insurance Company has declared a semi-annual dividend of six per cent, payable on demand; the Eagle Fire Company, a semi-annual dividend of ten per cent, payable on demand.

At a meeting of the freight agents, held in Cincinnati on Monday, the following schedule of rates from Cincinnati was adopted, to take effect on the 1st inst.:—

Cincinnati and Indianapolis—	Fourth Class.	Four.
To New York—All rail	73	$1 55
Rail and water	73	1 45
To Philadelphia—All rail	70	1 40
Rail and water	65	1 30
To Baltimore—All rail	65	1 30
Rail and water	60	1 20
Dayton, Xenia and Springfield—		
To New York—All rail	76	1 50
Rail and water	71	1 40
To Philadelphia—All rail	68	1 35
Rail and water	63	1 25
To Baltimore—All rail	63	1 25
Rail and water	58	1 15

Stock Exchange.

THURSDAY, April 3, 1862.

$1000	U S 6's, '81, cou	93	200	shs PaMSSCo.	b30 97⅜
12000	do	92⅞	100	do	b60 97⅛
1100	Tr 7-30 pc n. sm	99⅞	25	do	s60 97
1000	do endo'd	99⅞	25	do	97⅛
2000	Ill cou bds, '62	88⅛	25	do	b7 97⅜
5000	Mich 6's, '78	89	200	do	97⅞
1000	Tenn 6's, '90	53½	50	do	s30 97¼
14000	do	53⅛	100	NY Central RR	82⅛
5000	do	s30 53¼	100	do	82⅜
5000	do	b60 53⅜	50	do	s10 82⅞
2000	do	b30 53½	70	Erie RR prefer'd	61⅛
2000	Virginia 6's	57⅜	221	Erie RR	36⅞
2000	do	57	50	do	s30 36⅞
31000	Missouri 6's	50	50	do	s60 36⅞
40000	do	50⅛	100	Hudson River RR	36⅛
5000	do	b30 50⅛	50	do	s60 36
500	California 7's	85	120	Harlem RR	12½
5000	do	85⅛	30	Norwich&WorRR	35
1000	N Y Central 6's	96	25	Mich Central RR	55⅛
1000	Er RR 2mbex, '64	100	25	Panama RR	b7 120
1000	Erie 4mbdsexin	84⅛	25	Ill Cen RR scrip	61⅛
1000	Mich So 1mbds	92⅛	150	do	61⅛
1000	Lac&Wlst mge	99⅛	40	Galena & ChicRR	67⅛
10000	Amer gold	s30 102	300	do	67⅜
95000	do	b60 102⅜	20	Clev & Toledo RR	45⅜
10000	do	s60 101⅞	100	do	s30 45⅜
10000	do	b30 102	250	do	45⅜
40	shs Am Ex Bank	89⅜	200	do	b15 45⅜
59	Shoe&Leather Bk	96	300	Chicago & R I RR	55⅛
10	Del&Hud CanalCo	89⅛	8	Chic, Bur & Q RR	61

SECOND BOARD.

$5000	U S 6's, '81, cou	92⅜	$10000	Miss'ri 6's	b30 50
15000	do	92⅜	3000	N Carolina 6's	67⅛
25000	U S 6's, '81, reg	92⅜	2000	CB&QRR 5pcbds	99
500	U S 6's 1 yr cer	96⅛	1750	Tol & Wab 2d m	47
5000	Tenn 6's '90	b60 54⅜	50	shs NYCenRR	b60 82⅜
5000	do	b60 54	50	Erie RR	b30 37
5000	do	b30 53⅜	25	Pac M SS Co	s30 97
5000	do	53⅛	185	do	97⅛
5000	American gold	101⅞	150	do	s30 97⅜
10000	do	s60 101⅞	50	do	s30 97⅛
10000	do	b60 102	50	Hud River RR	36
1000	do	101⅞	50	do	s30 36
2000	Missouri 6's	50⅛	15	Mich S & N I g s	46⅛
35000	do	50	20	Clev & Tol RR	45⅜
5000	do	s30 50	450	do	45⅜
5000	do	b30 50⅛	25	Clev, Col & Cin RR	112
5000	do	49⅞			

SHIPPING NEWS.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	5 29	MOON RISES	eve 11 49
SUN SETS	6 27	HIGH WATER	eve 11 59

Port of New York, April 3, 1862.

CLEARED.

Steamship Tonitia, Sweeney, Shanghae—N L McCready & Co.
Ship Southampton, Austin, Liverpool—Snow & Burgess.
Ship Georgiana (Br), Jones, Newry—Brown Bros & Co.
Bark Mansfield (Br), ——, Llanelly—Brown Bros & Co.
Bark O J Hayes, Murray, Aspinwall—Inquemott & Christmas.
Bark J Winthrop, Eldridge, Cardenas—Nesmith & Sons.
Brig Nueva Providenzia (Ital), Ruggiero, Cork, &c—Chamberlain, Phelps & Co.
Brig Olivia (Braz), Marinha, Rio Grande—Master.
Brig Caroline, Porter, Aspinwall—Panama RR Co.
Brig Atlantic, Black, Barbados—H Trowbridge's Sons.
Brig Henry M Hine (Br), Darl, Marsanilla—H J & C A Dewolf.
Brig Black Hawk (Br), McLeod, St Johns, NF—J S Dealey.
Brig Prince Alfred (Br), Carroll, Halifax—H J & C A Dewolf.
Brig Yankee Blade, Fairchild, Key West—H Benner.
Schr C F Young, Packard, Remedios—Brett, Son & Co.
Schr Maria Jane (Br), Anderson, St Jago—C A & J Peters.
Schr Julia (Br), Cox, Ragged Island—I F Whitney & Co.
Schr Boston, Smith, St John, NB—D R Dewolf.
Schr Eldad, Johnson, Alexandria—Master.
Schr T Dupuy, Edmonds, Accomac—M Bedell.
Schr M A Irens, Walton, Hog Island—A C Havens.
Schr John Forsyth, Applegate, Washington—Van Brunt & Slagle.
Schr Moses Van Name, Van Name, Washington—Baker & Dayton.
Schr Lady Suffolk, Baker, Baltimore—Master.
Schr R Hill, Smith, Baltimore—J W McKee.
Schr Elizabeth Ann, Bunting, Snow Hill—A C Havens.
Schr J Logan, Smith, Philadelphia—J W McKee.
Schr Triumph, Watson, Philadelphia—J W McKee.
Schr Chasset, Tobey, Philadelphia—Master.
Schr Alex Blue, ——, Philadelphia—Master.
Schr A J Russell, Hodges, Philadelphia—R Rackett.
Schr Elate, Facemire, Philadelphia—Baker & Dayton.
Schr Merchant, Ashmore, Philadelphia—Baker & Dayton.
Schr Heroine, Champlin, Philadelphia—E D Hurlbut A Co.
Schr Seaport, Velser, Woodbridge.
Schr Horace, Hunker, Elizabethport.
Schr Boston, Cole, Elizabethport—E D Hurlbut & Co.
Schr Franklin, Allen, Lubec—J Boynton & Sons.
Schr Elizabeth, Snow, Orleans—Master.
Schr Gazelle, Doane, Gloucester—A Howes.
Schr Ella Cannon, Baker, Plymouth—Master.
Schr E Lamoyer, Lunt, Newburyport—S W Lewis & Co.
Schr Seraph, Allen, Boston—S W McKee.
Schr Hannibal, Jack, New Haven—L Kenny.
Schr E Brainard, Chapman, Hartford—R Rackett.
Sloop Suffolk, Ellsworth, South Amboy—H S Rackett.
Sloop Oregon, Rhodes, Providence—L Kenny.
Steamer M Stevens, Dougherty, Baltimore.

ARRIVED.

Steamship Northern Light, Tinklepaugh, Aspinwall, March 25, with passengers, specie, &c. to D B Allen.
Norwegian steam corvette Nornen, Commander Smith, Havana, 9 days.
Steamship Fulton (U S transport), Wotton, Hatteras Inlet, April 1, to U S Quartermaster.
Steamship Ericsson (U S transport), Cole, Hatteras Inlet, 60 hours, to U S Quartermaster.
Ship Enterprise, Arey, San Francisco, 94 days, with mdse, to Lawrence, Giles & Co. Was 43 days to Cape Horn and 69 days to the Equator in the Atlantic. Has been 11 days N of Bermuda, with strong N winds.
Ship Samuel Russell, Winchell, Foochow Dec 24, with teas, &c. to A A Low & Bro. Passed Anjier Jan 5, doubled Cape of Good Hope Feb 11, and crossed the equator in the Atlantic Mar 7. April 1, lat 38 11, lon 72, spoke ship Ohio, Hutchins, from Havre for New York, 72 days out. Jan 23, in lat 19 20 S lon 72 40 E, at 1 PM (sea time), saw a vessel bearing south, ten miles distant, with a signal of distress flying, and immediately hauled up for her; at 3 30 boarded her, and by papers found on board she proved to be the British bark Lady Flora Hastings, owned by J Wilson, of Liverpool, and commanded by Capt Thomas Germane, from Maulmain with timber; could not ascertain where bound. The main and mizen masts were broke off two feet above the deck, fore topmast broke off even with the eyes of the rigging and flying jib boom gone, the jib slatting and dragging in the water, the fore topsail set double reefed and the yard on the cap, the foresail blown to rags and not much but the bolt rope left, bulwarks all gone on both sides, the main rail broke off abreast of the mainmast—probably by the falling of the mainmast, the vessel water logged, hatches all washed away, and the sea making a clean breach across her deck. On the burricane house aft were two small canvas houses, and the foretop was all housed around and over with canvas, where, no doubt, the unfortunate crew had lived after the deck was under water; also in the foretop was found pots, kettles, pans, &c, and a few small stores. We took from the wreck one boat load, and among the things was the captain's writing desk, with all of his letters and papers, which were all carefully put away, and can be had by applying to Messrs A A Low & brothers, 31 Burling slip, New York city. To all appearance the crew had been taken off by some passing vessel, and in great haste, for the captain's writing desk had been packed ready to put into a boat, from the appearance of things lying around. Should not think the vessel had been abandoned more than two or three days at most.
Ship Star of the West, Morrison, Liverpool, Jan 3, with mdse and 28 passengers, to S Thompson's Nephew. Had terrific weather during the passage. Came out the North Channel, and on the 16th of Jan was in lat 45 40, lon 44; on that day it commenced blowing hard from NW, and at midnight it had increased to a perfect hurricane, the sea running very high from SW and NE, and snowing continually, with lightning flashing in all directions and thunder at intervals, the ship under the lower main topsail and laying up W½S and W by S, with the NE sea striking her under the stern in a frightful manner, staving in starboard quarter boat; Feb 17, 9 AM, a frightful sea on, with thunder and lightning, barometer 28 40, shipped a heavy sea, which completely swept the decks of boats, spars and everything moveable, knocking in wheelhouse, cabin skylights, lee rail and stanchions, filling the cabins and washing overboard a seaman named Wm Armstrong, a native of St Johns, NB, who was lost; the gale continued without abatement until Feb 28, the sea contributing much the same, loosening the stem, setting the bobstays adrift and straining the lower rigging, the ship being covered with ice and snow all the time; got blocks on the rigging and spanned it in across the decks; got mooring chains through the hawse holes, and around the bowsprit to the windlass, and set them up, when carrying in lat 30, set up the rigging, &c; during all this time the ship remained perfectly tight.
Ship Sandusky, Linnekin, London, March 1, with mdse, to Sturges, Clearman & Co.
Brig Mariner (Br, of St John, NB), Atkinson, Arroyo, 14 days, with molasses, to P I Nevius & Son. Had heavy NW gales; lost sails, part of deck load, &c.
Brig Linwood (Br, of St John, NB), Atkinson, Arroyo, 18 days, with molasses, to P I Nevius & Son. Had heavy weather.
Schr Kate Stewart, Mather, Rio Janeiro, 40 days, in ballast, to master. Had heavy gales; has been 26 days in the lat of 32; split sails, &c. March 2, off Pernambuco, spoke ship Columbia, of and for Sag Harbor; 2d inst, off Delaware Breakwater, passed bark Young America, hence, bound S.
Schr Volga (Br), Lassher, Aux Cayes, 20 days, with honeywood &c, to D H Dewolf. March 31, lat 38 14, lon 74 16, passed bark Sherwood, steering SE.
Schr J C Brooks, from Cardenas for Portland, March 20, Absecom, bearing W 14 miles—had experienced heavy weather the entire passage.
Schr Nautilus (or Thomaston), Tracy, Key West, 11 days, with cotton &c, to Snow & Burgess. Had some very heavy weather; lost jibboom.
Schr H Martin, Speight, Philadelphia for New Haven.
Schr A Hendersen, Baker, Elizabethport for Fall River.
Schr A Lawrence, Stanley, Calais, 10 days.
Schr Dolphin, Keller, Machias, 7 days.
Schr Parian, Clark, Machias, 7 days.
Schr Victory, Murphy, Belfast for Fortress Monroe.
Schr Mazalan, Walker, Belfast for Fortress Monroe.
Schr F Boardman, Andrews, Portland for Alexandria.
Schr Peru, Thorndike, Rockland, 13 days.
Schr Mountain Avenue, Pendleton, Wiscasset for Baltimore.
Schr Seneca, Gladding, Barnstable, 3 days.
Schs Brave, Crosby, Barnstable, 3 days.
Schr Charles Henry, Baker, Boston for Newark.
Schr F C Smith, Andrews, Somerset for Philadelphia.
Schr Nimrod, White, Taunton, 2 days.
Schr Rosalus, Lincoln, Taunton, 3 days.
Schr C L Lovering, Jones, Taunton for Elizabethport.
Schr Chase, Mills, Providence, 2 days.
Schr Mary Elizabeth, Smith, Providence, 2 days.
Schr G Spelman, Spelman, Providence, 2 days.
Schr Cosmos, Spear, Providence, 2 days.
Schr T P Abell, Strong, Providence, 2 days.
Schr Diadem, Ludlam, Providence for Elizabethport.
Schr A G Hazard, Lowell, Portland, Ct, 2 days.
Schr Staten Islander, Palmer, Brantford.
Schr E C Serantom, Miller, Orient.
Sloop T Hull, Hull, Providence, 24 hours.
Sloop Jane Maria, Ward, Norwich.
Steamer M Stevens, Dougherty, Baltimore
Steamer Alice, Macon, Baltimore.
Steamer Middlesex, Cox, Philadelphia.
Steamer Vulcan, Morrison, Philadelphia.
Steamer Petrel, Young, Providence.
Steamer Pelican, Jones, Providence.

BELOW.

One ship unknown.

SAILED.

Bark Eagle, Port Royal, SC.
Wind at sunset SW, light.

Miscellaneous.

See port arrivals above.

Captain W S Mather, of the U S vessel Henry Andrews, who was killed at Musquito Inlet, Fla, was a brother-in-law of John M Parker, of Hartford, the popular clerk of steamer City of Hartford. Capt M possessed great skill as a navigator, and for several years he was master of a London packet from this port. He leaves a wife and one child, who reside in Lyme.

SHIP ARKWRIGHT, which went ashore Jan 20 South of the Highlands, was floated off yesterday and towed up to this city.

BRIG EMPIRE, Crosby, from North Edisto for New York, with a cargo of government cotton, went ashore on Edisto Shoal 26th ult. On the 27th she had 4 feet of water in the hold, and, with her cargo, will probably be a total loss.

BRIG J B MANSFIELD, before reported missing, arrived at Sierra Leone Feb 12, and sailed 14th for Isle de Los to load nuts for Marseilles.

A wrecking company recently engaged in operations near the spot where the fishing schr Adriatic, of New London, lies, have offered to get her afloat for $1000. The injured schr was chiefly owned by her commander, Capt Howard, of Niantic.

Brig Palestine, of Plymouth, Al½, 6 years old, has been sold to Wm H Cronk & Co for $6000, cash. She will trade between this port and Cuba.

Notice to Mariners.

The Spar Buoys marking Spring Point and Stanford's Ledges will be removed this day, and their places occupied by Can and Nun Buoys during the summer season, according to the Buoy List.

By order of the Lighthouse Board,

J D SEAVEY, Clerk 1st Lighthouse dist.

Portland, April 1, 1862.

Whalemen.

See port arrivals above.

At New London 1st inst, bark Pioneer, fitting for a whaling voyage, and will sail about 1st of May, under the command of Capt Chapel.

Spoken, &c.

Ship Frank Boult, from Philadelphia for Liverpool, March 18, off Mine Head.

Ship Oucanasta (Br), from Liverpool for NYork, March 17, 10 PM, 4 miles N of Point Lynas.

Ship Wellington, from Newport for Barcelona, March 5, off Cape St Vincent.

Brig Loango, hence for St Jago, March 24, lat 36 30, lon 73 20.

Foreign Ports.

ASPINWALL, March 22—Arr steamship Northern Light, NYork; bark Zenas Coffin, do. Sld 16th, steamship Champion, NYork; 17th, brig M Costa, Cuba; 20th, brigs H Hosta, Trinidad; Costa Rica, NYork; 22d, brig Three Sisters, Trinidad, returned 24th.

CALLAO, Feb 28—Arr ships Helen R Cooper, Montevideo; March 1, Rose Standish, NYork; Kit Carson, Valparaiso; 2d, steamship Gen Flores, Guayaquil; ship George Raynes, Chinchas; S Curling, Liverpool; 6th, John Fraser, 48 days from Melbourne; Morning Glory, Chinchas; 8th, King Philip, do; Richard III, do; Linda, NYork; 10th, Atalanta, Coquimbo; 9th, Domacy, Melbourne. Sld March 6, ships Hortense, England; Kit Carson, Chinchas; 8th, steamship Gen Flores, Guayaquil; ship Morning Glory, Belgium; 11th, Geo Raynes, Spain; 12th, Golden Horn, Chinchas.

GOREE, Feb 18—In port brigs Eastern State, Kelley, and Marshall, Nickerson, for Boston ldg.

IQUIQUE, Feb 21—Arr bark Sumter, Valparaiso.

SCILLY, March 16—Off, ship W Sprague, Baker, from Hamburg for Swansea.

SIERRA LEONE, Feb 21—In port bark Orlando, Sparks, for Boston ldg.

Arr at do March 12, brig J B Mansfield, Wallace, Liverpool (and sld 14th for Isle de Los to load for Marseilles).

VALPARAISO, (no date)—Arr ships Simoon, S Curling, and Harriet.

[PER STEAMSHIP NIAGARA, AT HALIFAX—TELEGRAPHIC.]

Arr from NYork 18th, Augusta, at Antwerp; St Bernard, at Brownershaven; 20th, Morning Star, and Kittie Floyd, at Holyhead.

Sld for NYork 20th, Albion, from Liverpool; Cordelia, from do.

American Ports.

BOSTON, April 2—Arr schr Flavilla, Pinchney, Elizabethport. Cld ship Crystal Palace, Johnson, Melbourne; brigs Northern Belle, Larsen, Gibralter; Cronstadt, Homans, Surinam; Pester, Smith, Gonaives; Demarara, Cunningham, Cardenas; schrs N L Wasson, Mitchell, Baltimore; M B Mahoney, Foster, Philadelphia; Broadfield, Fiske, do; Pearl, Brown, Wilmington, Del; George A Mary, Lord, do; N B T Thompson, Steelman, do via NYork; J W Faulkin, NYork; Etta G Fogg, Lombard, Washington, DC; J C Baxter, Price, Philadelphia. Sld, wind WSW to SW, steamship America; at 12 M; ship Crystal Palace. Ship Express started and anchored below.

BALTIMORE, April 1—Arr bark Selma, Gould, Boston; Br bark Martha, Gunion, Pictou NS; schrs Annie Bell, Bowdoin, Matanzas; R H Colson, Colson, Buckspor; Lookout, Thornton, and Maracaibo, Henley, Portland; J L Darling, Howes, Providence. Below, ship Casilda, from Liverpool. Cld bark Seneca, Feinhagen, Rio Janeiro and mkt. Sld bark Cricket; schr R W Truth.

ELIZABETHPORT, April 2—Cld schrs Jane, Gorham, Cambridge; E Barnes, Briggs, and Montezuma, Tenny, Fall River; T Hansom, Clark, and H Lemuel, Velzor, Bridgeport; Rival, Hobbie, Stamford; California, Spella, Lockmorn; sloops Hardscrabble, Simmons, Somerset; E A Watkins, Finley, Rockaway.

FALMOUTH, April 1—Arr schr Emblem, Kelley, NYork.

GLOUCESTER, March 31—Arr schrs Argonaut (Br), Cornwallis, for NYork; Henry Hooton, Kidder, Cardenas for Portland. April 1, B W Eldridge, Snow, NYork; Georgia, Burkhin, Philadelphia for Rockland.

HOLMES' HOLE, March 31—Arr schrs Typhoon, Orcutt, Frontera for Boston; Nelson, Harris, Rockport for Philadelphia.

NEW BEDFORD, April 1—Sld schrs Florence, Crockett; Seneca, Phinney, and Hepzibah, Lunt, NYork. Sld 2d, schr Independence, Smith, NYork.

NANTUCKET, April 2—Sld schrs Fly, Cheeseman, and Panthea, Clark, Philadelphia.

NEW HAVEN, April 2—Arr schrs Chas H Northam, Reed, Elizabethport; Ellen Louise, Snow, NYork; Mary Elizabeth, Chase, do for New Bedford; sloops Wm S Mount, Donovan, Elizabethport; Globe, Vail, NYork. Cld schrs Kate Weston, Miller, Potter; Sarah Elizabeth, S P Godfrey, and E W Babcock, NYork; Editor, and H Havens, Elizabethport.

PORT ROYAL, SC, March 28—Going in, ship William Cummings, Wilder, from Philadelphia.

In port March 28, steamers Boston, Johnston; Parkersburg, Hoffman; Locust Point, French; McClellan, Gray; Calawba, Baker; May Flower, Phillips; Ben Deford, Hallett; Honduras, Ackerman; Sachem, Harris; Saxon, Snow; brigs Ellicott, Dabro; Empire, Stevens; Humming Bird, Pultry; Elizabeth, Trumble; schrs William Audenried, Corson; S F Abbott, Ludlam; Helene Derrickson; J T Williams, ——; T P Hill; Weiden; Fanny Keating, Snow; A Young, Young; Spray, Price; Virginia Pike, Eldridge; L S Davis, Bishop; P P Simpson, Ellis; M Fill