ADDITIONAL FROM EUROPE.

THE MAILS OF THE AFRICA.

A Rebel Warning of the Evacuation of Richmond.

THE MEXICAN QUESTION.

&c., &c., &c.

The steamship Africa, from Halifax, arrived at Boston at ten o'clock yesterday morning. The newspaper bag for the press was despatched by the shore route train, and arrived at New York at half-past seven P. M.

The mails were forwarded to New York by the evening train, which is due at an early hour this morning.

We have the following details of the news telegraphed from Halifax and already published in the HERALD.

The Liverpool Times of the 31st of May says:—

General Simon Cameron, late Minister of War of the United States, and now Ambassador at St. Petersburg, arrived in London last week, and is stopping at the Edward's Hotel, Hanover square.

The Paris correspondent of the Manchester *Guardian*, writing on the 27th of May, says:—

I do not, of course, know what the state of the case may be on your side of the water, as far as "parties" go, but, decidedly, on this side of the channel, the most ardent desire is felt for a change in the English Ministry. What I write to you a short time since is perfectly true—namely, *that an understanding is being arrived at by the Emperor Napoleon between the tory party and the "Manchester" members.*

American News Reports in Paris—Will Richmond be Abandoned.

[Paris (May 27) correspondence of London Post.]

The friends of the Northern cause here in Paris say we may expect to hear very soon of a great battle, and of the United States flag floating at Richmond. I learn from a gentleman who is in correspondence with important personages at Washington that the estates of Southern men will be confiscated, and the land given to those who have fought for the cause of the Union. By this means it is calculated the slave States of America will be held and cultivated by Northern men, thus causing the complete emancipation of slavery throughout the Union. Whether the friends of the North have any more data to build these assurances of complete victory upon than the rest of the world, I know not. *The friends of the Southern cause, on the contrary, insist on declaring that the Confederate army will not fight a battle before Richmond, and that even Richmond will be abandoned. They say the climate and desolation of the country will win the battle for them.*

The Mexican Question.

[Paris (May 27) correspondence of the London Telegraph.]

I hear from Madrid that the report was current in that capital that General Prim is to be sent back to Mexico in the capacity of ambassador of her Majesty the Queen of Spain. The demarch, however, which communicates the report modifies it with the following reserve—that if perchance such a mission were to be confided to the General, it would only be with a view to advise the government of President Juarez, not to fetter in the slightest degree the popular sentiment in the expression of its desires and its aspirations.

[From the London Times, May 29.]

It is certainly not surprising, on the first blush of the affair, that the three Powers recently allied in the expedition to Mexico should be anxious to explain themselves on the singular proceedings in which that expedition has resulted. Especially is such justification thought necessary by the government of France; for, whereas the French were parties to the convention, which expressly disclaimed all intention of interfering with the internal affairs of Mexico, they are now marching on the Mexican capital with *the avowed purpose of deposing the government*, and the scarcely less notorious design *of substituting an Austrian dynasty in its place*. But, although there is undoubtedly some difference at this point between the professions and the practice of our Allies, *we are not prepared to say that their conduct is either indefensible or absolutely inconsistent with the spirit of the convention.* We think, indeed, that it could be fairly represented as a "development" of the original design, rather startling perhaps, but not very arbitrary when closely examined; and if the various accounts of this curious transaction are translated into plain English the story will appear intelligible enough.

The Allies did, no doubt, proceed to Mexico with the primary intention of exacting redress and satisfaction for wrongs, and without any direct or immediate design of constituting a new government for the Mexican people. It is clear, however, from the very protests and reservations on this point which the convention contains, that some reorganization of the Mexican State was regarded as a very probable incident of the expedition, though it was carefully declared that the Mexicans themselves should be left to determine what form such reorganization should take. This is the point on which the whole question turns. Probably no one of the allied Powers expected, or even desired, that the expedition, which after so many years of forbearance had at length been despatched, should leave the anarchy of Mexico as hopeless as before. The mere guarantees for the future on which we were entitled to insist *implied some radical change in the administration of the country.*

* * * *

But we think it impossible to deny that some change of government at Mexico *was necessarily incidental to this expedition*, unless the expedition was to be a mockery, and we do not well see how this change of government could have been accomplished except by an advance on the capital. To leave Juarez in power would have nullified the whole expedition, for the condition of Mexico and of the foreign residents in the country would have been just as bad six months hence as it was six months ago. The march on Mexico, therefore, became only a question of agency. We could do nothing in such a matter. We had no troops there but one battalion of marines, and if we had had a whole army we should never have despatched it on such an errand. Spain would, probably, have had no objection to the mission, but she would naturally have stipulated for a Spanish and not a French nominee in succession to Juarez. In the end, France, as the Power with the strongest force and the lewest doubts, found the work her own. She always anticipated some such obligation. It was, as the *Moniteur* tells us, one of the "hypotheses which imposed themselves on her foresight," and which ultimately shaped itself into a solid liability. We can only wish her well through the enterprise. We sincerely trust she may succeed in the adventure. She may be very sure that we look upon her undertaking with sentiments rather of gratitude than jealousy. *If she can restore Mexico to its place among nations, she will be a benefactor to the world.*

British Vessels about to Run the American Blockade.

BOSTON, June 13, 1862.

Mr. Albert Carrier, of Newburyport, passenger by the Africa, informs the *Traveller* that two steamers were about to leave Queenstown for Nassau with the intention of running the Southern blockade. One was the Julia Usher, of four hundred and sixty-seven tons burthen, Captain Jenkins, reported to be owned in Liverpool. She was filled up with one thousand barrels of powder in the tight time, and would sail immediately. This steamer was formerly the Annie Childs, which ran a Southern port some time since, and took a cargo of cotton, &c., to Liverpool. The second vessel, of 800 to 1,000 tons, reached Queenstown May 31, loaded with arms and stores. She would fill up with powder before sailing. Her name was not ascertained. The inhabitants of Queenstown state that two other vessels sailed the previous week for Nassau, for the purpose of running the blockade.

Mr. Carrier states that while in England there is a general feeling in favor of the South, in Ireland it is exactly the reverse, all classes being ardently in favor of the triumph of the government and the restoration of the Union.

FINANCIAL AND COMMERCIAL.

FRIDAY, June 13—6 P. M.

Money is offered everywhere on call at 3 per cent. Mercantile paper sells at 4 a 5; certificates of indebtedness at 100⅝ a 100⅞; green backs at 103¼. The forthcoming issue of Treasury notes is still a general subject of discussion. No one objects to the scheme save those who have opposed Mr. Chase's policy from the start, and who are at least suspected of harboring no very kindly feelings to the government in the present crisis. The true key to Mr. Chase's policy at present is to keep the new 5.20 bonds at such a premium that the holders of legal tender paper shall seek to fund it as soon as they get it. The new issue of paper will probably achieve this result.

Foreign exchange is very flighty and uncertain. Bankers' bills on London are quoted at 116 a 116¼; gold, 105¼ a ⅝.

The stock market was rampant to-day; the amount of business done was enormous. At the morning board governments were sold at the extreme advance of last evening. State stocks were inactive, and Tennessees and Missouris again an eighth lower. This singular decline in border State stocks, while all other stocks are buoyant and advancing, is ascribed to the effect of the refusal of the Missouri Convention to entertain a scheme of emancipation. Many speculators had been buyers of Missouris, in the belief that it was about to become a free State, in which event its bonds would be worth as much as those of Illinois, Indiana and Iowa. All classes of railway bonds were higher. The Michigan Southern sinking funds are now within a fraction of par, and the public will not be surprised to hear that the company has to-day given its checks for all the overdue first mortgage bonds it could find, and has called for the remainder. Pittsburg, Fort Wayne and Chicago bonds advanced ½ per cent. All the speculative shares were buoyant. New York Central advanced 1½ per cent, Erie ½, Erie preferred ¾, Hudson 1, Harlem ¾, Harlem preferred 1, Reading 1, Michigan Central ⅞, Michigan Southern ⅛, guaranteed ¾, Panama 2, Galena ¼, Toledo ¾, Rock Island ¾. The only prominent speculative shares which did not advance were Illinois Central and Pacific Mail. Speculators are waiting to see the Mississippi river thoroughly reopened before buying any more of the former; the latter has been affected by the vote of the Board of Directors not to declare an extra dividend at present. We understand that the vote was a close one, and that several directors protested against a further accumulation of cash assets; but the more conservative members of the board, who deem twenty per cent per annum enough to divide, carried the day. The stock will probably soon recover its activity. Between the boards the market was very active indeed, and prices were ¼ a ⅛ per cent higher. For Central 95 ⅛, for Toledo 48, for Erie 39, were bid. At the second board these prices were maintained, and a further advance of ¼ in governments, ¼ in Hudson, ⅛ in Harlem preferred, ⅛ in guaranteed, ⅛ in Galena and ¼ in Rock Island were realized. The only stocks which did not advance were Missouris, which declined ¼; Pacific Mail, which declined ⅜, and Illinois Central, which declined ¼. Just after the call there was a general rush on the part of some speculators to realize profits, which caused a decline of ¼ a ½ per cent on the more active shares. The market closed at half-past three at the following quotations:—United States 6's, registered, 1881, 103¾ a 104¼; do. 6's, coupon, 1881, 107¼ a ¾; do. 5's, 1874, 97¾ a 98; Teasury 7 3-10 per cent, 106 a ¼; Tennessee 6's, 59⅛ a 60; Virginia 6's, 57 a ¼; North Carolina 6's, 73 a 74; Missouri 6's, 52⅛ a ⅞; American gold, 105⅛ a ⅝; Pacific Mail, 115⅛ a ¾; New York Central, 95 a ¼; Erie, 38⅝ a ½; do. preferred, 66⅝ a ⅞; Hudson River, 49 a ¼; Harlem, 17¾ a 18; do. preferred, 43⅛ a 44; Reading, 59 a ⅛; Michigan Central, 67¾ a ⅞; Michigan Southern and Northern Indiana, 27⅛ a 28; do. guaranteed, 61⅜ a ⅝; Panama, 139¼ a 140; Illinois Central, 64⅛ a ⅝; Galena and Chicago, 71¾ a 72⅛; Cleveland and Toledo, 47¼ a ⅛; Chicago and Rock Island, 67¾ a 68; Chicago, Burlington and Quincy, 78 a 79⅛; Milwaukee and Prairie du Chien, 30 a ⅛; New York Central 7's, 1876, 107⅛ a 108; Erie third mortgage bonds, 99 a ½; Illinois Central bonds, 7's, 96 a ⅛. After the board the market rallied again, and at half-past four P. M. the following prices were bid:—95⅛ for Central, 38⅛ for Erie, 66¾ for preferred, 18¼ for Harlem, 44 for preferred, 28 for Michigan Southern, 47⅜ for Toledo.

The deposits for conversion at the Sub-Treasury are increasing. To-day they were about $400,000. The business of the office was as follows:—

Receipts	$2,936,688 13
—For customs	195,000 00
Payments	2,533,972 30
Balance	16,615,487 64

The exchanges at the Bank Clearing House this morning were $24,723,417 10, and the balances $1,785,558 95.

The Chemung Railroad Company has declared a quarterly dividend of two dollars per share, payable on demand; the Vermont and Canada Railroad, a dividend of four per cent, payable July 2.

We understand that the subscription to one million of the Michigan Southern and Northern Indiana sinking fund mortgage at par, for the purpose of retiring at once the overdue first mortgages of the company, will close to-morrow, the necessary amount being nearly or quite secured.

Stock Exchange.

FRIDAY, June 13, 1862.

$60000 US 6's,'81,cou	107	50 shs Erie pref.b10	66¾
500 US6s81cwri	105½	250 Hud River RR...	48¾
3000 Treas 7 3-10 cn	106¼	100 do.....	49
18000 do.....	106¼	100 do.....b60	49
1000 ill war loan...	101¼	100 do.....b30	49
3000 Mich Sw bonds	99	550 Harlem RR.....	17½
2000 Tenn 6's, '90...	60½	500 do.....	17¾
12000 do.....	60	200 do.....b30	17½
2000 Missouri 6's...	53½	100 do.....b15	17½
3000 do.....	53½	25 do.....	17¾
5000 Louisiana 6's..	65	850 Harlem RR pref.	42½
4000 California 7's..	98¾	250 do.....s30	42½
2000 NY Central 6's	100½	350 do.....b30	42¾
1000 Erie RR 4thmb	93	29 Nor & Wor RR..	42¾
5000 Erie RR 5thmb	87½	200 Reading RR..s60	58½
1000 Hud Riv 2daf b	106	100 do.....s60	58¾
2000 C,B&Q RR 8pch	110	100 do.....	58¾
27000 Mich So 2d mtg	85	50 do.....	59
8000 Mich So 8 f bds	99½	450 Mich Central RR.	67
5000 Ill Cent RR bds	96¾	400 do.....	67½
5000 do.....s30	96¾	100 do.....b30	67½
3000 Terre H&Al2dm	87	100 do.....b30	67½
12000 Chi&NWistmpe	65	550 do.....	67½
1000 Chi&NWass'bs	47½	25 do.....s15	67½
9000 Chi&NW 2dmge	24	100 do.....	67½
19500 Hun&Sto 8 Rbs	50	60 Mich S & N In RR	27½
5550 Tol&Wab2dmge	69½	300 do.....	27¾
21000 do.....	69¾	500 do.....	27½
5000 do.....b30	70½	50 Mich S&N I gtdstk	59½
5000 do.....b30	70½	200 do.....	58¾
5000 Mil&P du Ch1stm	99½	100 do.....	59¾
2000 Ott,JV&Chlm	97½	650 do.....	60
2000 Ott,FtW&Chlm	79½	100 do.....s10	60
51000 do.....	80	50 do.....s15	60
55000 American gold.	105¼	100 do.....b30	60¼
62000 do.....	105½	380 Panama RR.....	139
10000 do.....	105½	5 do.....	139¼
15 shs Bk State N Y.	92	375 Ill Cen RR scrip.	65
60 American Ex Bk.	96	100 do.....b3	65½
10 do.....	96¼	50 do.....	64¾
20 Bank of Republic.	98	357 Cleve & Pitts RR	22
10 MetropolitanBank	105	100 do.....	22¾
50 Shoe & LeatherBk	101	100 do.....	22¼
10 Atlantic Bank....	66	33 Clev, Col & CinRR	123
19 do.....	65	50 Gal&Chic RR.b60	71
5 Tel & Hud Can Co	96½	100 do.....b30	71
60 Penn Coal Co....	98	100 do.....b10	71
625 Cum Coal pref...	8½	525 do.....	70½
100 Bruns City L'd Co	7¾	700 Cleve & Tol RR...	47½
60 Pacific Mail SS Co	116	300 do.....	47¼
50 do.....	116½	200 do.....s30	47¼
50 do.....s30	115¾	3740 do.....	47¾
100 do.....	116¾	15 Chic & Rock I RR	67½
700 N Y Central RR..	94½	150 do.....	67¾
150 do.....	94¾	100 do.....s30	67¾
225 do.....	94¾	600 do.....	67¾
100 do.....s60	94½	250 Ch, B'n & Qy RR.	80
50 do.....s30	94¾	200 do.....s60	79
50 do.....b30	94¾	115 do.....	79½
100 do.....b30	94¾	36 M & Pr du Ch RR	29¾
50 do.....b60	94¾	550 do.....	30
550 Erie RR.....	38½	50 do.....b10	30
1000 do.....	38¾	34 M & Pr du Ch 1 p	93
100 do.....b30	38½	62 M & Pr du Ch 2 p	72½
25 do.....	38¾	50 Del, L & W RR..	102
600 Erie RR pref.....	66¾	50 Tol & Wab pref..	44
25 do.....	66¾		

SECOND BOARD.

$25000 US 6's,'81,cou	107¼	100 shs Erie RR pref.	66¾
6000 Tre 7 3-10 p c n	106¼	100 Hud River RR...	49½
1000 Missouri 6's..	53½	50 do.....	49¾
20000 do.....	53	60 do.....	49
5000 do.....b30.	53	150 Harlem RR pref.	44¾
5000 Tol & Wa 2d m	69¾	500 do.....	45
5000 do.....	69¾	100 Reading RR..s30	59
2000 Ter H & Al 2 m	86¾	250 Mich Central RR.	68
10000 Mich So 2 mg	85	400 do.....	68¼
200 shs Pac M SS Co.	116	200 Mich So & N I RR	28½
100 do.....	115¾	74 Mich So & N I gs	61½
175 do.....	115½	550 do.....	62
100 do.....b30	115¾	50 do.....b30	62½
100 Harlem RR.....	18	50 Panama RR.....	139½
200 do.....	18¾	100 Ill Cen RR scrip..	65
1600 do.....	18½	500 do.....	64¾
100 do.....b30	18¾	50 do.....	64½
200 N Y Central RR..	95¼	200 Cleve & Pitts RR	22½
100 do.....s10	95½	100 Gal & Chic RR...	72¾
100 do.....s30	95¾	600 do.....	72
100 do.....	95¾	200 do.....b30	72½
50 do.....b30	95¾	600 Cleve & Tol RR..	48
800 Erie RR.....	39	400 do.....	47½
100 do.....s60	38¾	300 Chic & Rk I RR..	68¼
200 do.....b30	39	400 do.....	68
200 Erie RR pref..b30	67		

CITY COMMERCIAL REPORT.

FRIDAY, June 13—6 P. M.

BREADSTUFFS.—Flour—The market was heavy, and the demand moderate, while prices fell off from 5c. to 10c. per bbl. The sales embraced 12,000 bbls., closing within the following range of prices:—

Superfine State	$4 15	a	4 30
Extra State	4 45	a	4 55
Superfine Western	4 15	a	4 30
Common to choice extra Western	4 45	a	6 10
Canadian	4 45	a	6 00
Southern mixed to good superfine	5 00	a	5 60
Extra do	5 70	a	6 75
Good to choice family do	6 75	a	7 25
Rye flour	2 70	a	4 00
Corn meal, Jersey and Brandywine	2 90	a	3 20

—Canadian flour also fell off 5c. per bbl., while the sales embraced about 1,100 bbls., closing at the above figures. Southern flour was less buoyant and active. The sales embraced 800 bbls., within the range of the above quotations. Rye flour was steady at the above prices, with sales of 175 bbls. Corn meal was without change in prices, while the sales embraced 160 bbls. Jersey and Brandywine. Wheat was heavy, and declined about 2c. per bushel, owing to the advance in freights. The sales amounted to 75,070 bushels, at $1 12 a $1 14½ for red Western, $1 17 for mixed Indiana, $1 04 a $1 05 for amber Iowa and Green Bay, 95c. a $1 13 for Milwaukee club, and at 91c. a $1 01 for Chicago spring. Corn was heavy, and closed at a decline of 1c. to 2c. per bushel, with sales of 45,000 bushels, reported at 45c. a 50c. for new Western mixed, and at 51c. a 52½c. for old do., in store and delivered. Rye was in fair demand, with sales of 2,600 bushels State at 56c. Barley was steady, and 7,000 bushels were secured at p. t. Barley malt was more active, with sales of 8,000 bushels at p. t. Oats were in good request, with sales of 35,000 bushels, at [illegible] 41c. for Western and Canadian, and 41c. a [illegible] for State.

[illegible] was quiet, while the sales making were limited.

COTTON.—The market was tame, spinners being absent, while the sales were confined to 200 a 300 bales, closing quietly at 31c. a 31½c.

FREIGHTS.—Rates were steady, and closed at a decided advance. To Liverpool about 50,000 bushels of wheat were engaged at 9¼d. a 10d., in bulk and ships' bags; 7,000 do. corn at 9¼d., in ships' bags; 7,800 bbls. flour at 2s. 3d. a 2s. 6d., 25 hhds. hams at 26s. 3d.; 1,500 packages lard at 25s. a 27s. 6d. To London 8,000 bbls. flour at 2s. 9d. a 3s., 50 tierces pork at 7s., and 50 bbls. do. at 4s. 6d. To Bristol 17,000 bushels of wheat, in bulk, at 10½d., and 3,000 bbls. of flour at 3s. A brig to Belfast with wheat at 11d., in bulk, and a brig with wheat at 11½d., if for a direct port, and if to Cork, for orders, at 11d.

PROVISIONS.—Pork—The market was heavy and lower, closing with more activity at the decline. The sales footed up for the day about 3,000 bbls., at $10 87½ a $11 06½ for mess, and at $9 a $9 12½ for prime. A sale of 250 bbls. mess, deliverable in the last half of August, was made at $11 12½. Beef was dull; a sale of 50 bbls. was made at unchanged prices. Cut meats were easier, with sales of 250 packages at 4¾c. a 5c. for hams in dry salt, 3½c. a 4¾c. for hams, 4½c. for smoked shoulders, 6½c. for smoked sides, and 50,000 bellies were reported at p. t. Lard was quite active and prices were firm; sales of 1,300 packages were made at 7½c. a 8⅜c.

BUTTER.—Sales of about 600 bbls. were made at 6¾c. a 7c. for fair refining grades, and at 7½c. a 7¾c. for grocery goods, and sales of 200 boxes were made on private terms.

SHIPPING NEWS.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	4 28	MOON RISES	eve 9 43
SUN SETS	7 31	HIGH WATER	morn 10 08

Port of New York, June 13, 1862.

CLEARED.

Steamship City of New York (Br), Petrie, Queenstown and Liverpool—John G Dale.

Steamship Saxonia (Ham), Ehlers, Southampton and Havre—Kuhhardt & Co.

Ship Empire, Coombs, Liverpool—Zerega & Co.
Ship Aurora, Barker, Liverpool—Howland & Frothingham.
Ship Atlantic, Dinsmore, Liverpool—C H Marshall & Co.
Ship Alice Hall, Ross, Liverpool—C C Duncan & Co.
Ship Shamrock, Doane, Liverpool—C C Duncan & Co.
Ship President Fillmore, Nelson, London—T Dunham.
Ship G B Lamar, Bradley, Glasgow—T Dunham.
Ship Advance, Childs, Havre—Boyd & Hincken.
Ship Martha (Br), Brewer, St John, NB—Murdock & Smyth.
Bark Pallas, Biddle, Belize, Hon—J Jex.
Bark Ellen Morrison, Lyon, Demerara—D Trowbridge.
Bark Mary Gibbs, Tinkham, Sombrero—S Shethar & Co.
Bark J Smith, Anderson, New Orleans—N H Brigham.
Bark Rambler, Packard, White House—Metcalf & Duncan.
Brig Boston Lady (Br), Hoffman, Falmouth—I Doyle.
Brig Courrier de Nye Orleans (Ital), Collera, Gloucester—Lawrence, Giles & Co.
Brig Emilia (for), ——, Ypsvich—F Berthoud.
Brig Eliza, Boyle, St Johns, NF—J Hunter & Co.
Schr Eclipse, Peterson, Guadaloupe—Smith, Jones & Co.
Schr Jane Bell (Br), ——, Antigua—G & J Knox & Co.
Schr Sarah Maria, Underhill, Inagua—T Gilmartin.
Schr Prince of Wales (Br), Chisholm, Halifax—H J & C A Dewolf.
Schr Gertrude, Cassidy, St Stephen, NB—Master.
Schr G R Dixon, Wilson, Beaufort—D Taner & Potter.
Schr A Heaton, Ryan, Alexandria—Van Brunt & Slaght.
Schr W D Pitts, Wyatt, Snow Hill—A C Havens.
Schr J S Buckmaster, Lingo, Fredericksburg—Master.
Schr L Bayles, Bayles, Philadelphia—Van Brunt & Slaght.
Schr J Achorn, Hatch, Bangor—G L Hatch.
Schr Sarah Louisa, Yeaton, Belfast—W S Brown & Co.
Schr B Bee, Foss, Millbridge—J Boynton & Son.
Schr J Adams, Hatch, Kennebunk—G L Hatch.
Schr Gentile, Getchell, Portsmouth—W S Brown & Co.
Schr Hume, Phinney, Boston—Baker & Dayton.
Schr Arno, Crockett, Boston—H S Rackett.
Schr Seven Sisters, Crowell, Boston—Master.
Schr Presto, Robinson, Boston—G L Hatch.
Schr Ellen Perkins, Eldridge, Boston—W S Brown & Co.
Schr Isabel, Taylor, Pawtucket—T G Benton & Sons.
Schr Hudson, Waterman, Bristol—L Kenny.
Schr Commerce, Mullin, Bridgeport—Master.
Schr Frank Pierce, Smith, Stamford—Master.
Sloop W A Steelman, Savage, Cape May.

ARRIVED.

Steamship British Queen (Br), Harrison, Havana, June 7, and Nassau 9th, with mdse and passengers, to E Cunard.
Steamship Parkersburg, Hoffman, Portland, with mdse and passengers, to H B Cromwell & Co.
Bark Princeton, Seeley, Demarara, May 31, with sugar &c, to master.
Brig Mary Alvina (of Boston), Ames, Matanzas, 9 days, with sugar, to H D Brockman & Co.
Brig Avon (Br, of Yarmouth, NS), Trefry, Neuvitas, 15 days, with sugar &c, to Boyd & Hincken. Had some very heavy weather; lost part of deck load of molasses.
Schr Reindeer (Br, of Halifax), Archibald, Arroyo, May 29, with molasses, to E G Hamilton.
Schr William Lancaster (Br, of St Andrews), Waycott, Ponce, May 29, with sugar, to Miller & Houghton. 7th inst, lat 32 27, lon 72 50, passed bark Acme, hence for Vera Cruz; 11th, lat 37 40, lon 74 08, saw whaling schr Ellen & Eliza, of Provincetown, outward.
Schr Eva (Br), Culmer, Eleuthera, 8 days, with fruit, to Jos Eacan. 8th inst, experienced a heavy N gale, which lasted to the 10th, during which time we were down, carried away jibstay, and in attempting to fish it the captain was washed overboard, but was saved by those on board.
Schr Margaret Dill (Br), Dill, Windsor, NS, 10 days, with plaster, to master.
Schr N S Rice, Wright, Hatteras Inlet, 3 days.
Schr R W Wood, Potter, Hatteras Inlet, 3 days.
Schr J W Hine, Manson, Hatteras Inlet, 60 hours.
Schr R W Brown, Hughes, White House, Va, 2 days.
Schr Sam Louis, Bremer, White House, Va, 8 days.
Schr Dwight, Hill, Yorktown, 2 days.
Schr Gen J Cooper, Conklin, Chincoteague, 2 days.
Schr Tunis Bodine, Farrow, Georgetown, DC, 5 days.
Schr J C Woolsey, Garrison, Georgetown, DC, 5 days.
Schr M A Predmore, Predmore, Georgetown, DC, 5 days.
Schr M A Van Cleef, Lemon, Georgetown, DC, 5 days.
Schr J Compton, Yates, Alexandria, 7 days.
Schr Yorktown, Wogdon, Baltimore, 7 days.
Schr Jas House, Syracuse, Havre de Grace, 5 days.
Schr F Davis, Evans, Berlin, Md, 2 days.
Schr Trader, Easton, Philadelphia.
Schr Kalahan, Edwards, Philadelphia.
Schr Little David, Foster, Philadelphia.
Schr Panama, ——, Bath, 7 days.
Schr Caroline Knight, Wilson, Eastport, 8 days.
Steamer Albany (U S transport), Lewis, Newbern, NC, via Fortress Monroe 36 hours, in ballast, to U S Quartermaster.
Steamer Sea Shore (U S transport), Seeley, Fortress Monroe, 4 days, in ballast, to U S Quartermaster.
Steamer R Stevens, Dougherty, Baltimore.
Steamer Ironsides, Vanderreer, Philadelphia.
Steamer Falcon, Williams, Providence.

The bark Minnesota, Symmes, which arrived 12th from Matanzas, reports that George A Herlot, of Charleston, SC, died of consumption during the passage. He was aged 31 years.

RETURNED—Br brig Gulnare, Steed, for Demarara, returned to port night of 12th after proceeding as far as Sandy Hook, in consequence of the discovery of a leak.

BELOW.

Brig Victoria (Nor), from Shields, 73 days.
Also, a Br bark, name unknown.

SAILED.

Steamer Dirigo, Fortress Monroe.
Wind at sunset NW.

Miscellaneous.

SHIP C H SOUTHARD, Howe, for Genoa with coal, while going out of Sandy Hook in tow on the 27th ult, ran ashore near South Round head, where she remained at 4 PM on the 28th, full of water.

BARK W S WOODSIDE, from Akyab March 13 for Falmouth, before reported lost, foundered in a cyclone in lat 7 28 N, lon 87 10 E.

BRIG (not ship) HOMAY, before reported ashore on the English Coast, after being lightened was floated off the rocks and towed into Scilly, as before stated.

SCHR BROWN STONE (of Norwalk), for New Haven with coal, when off the mouth of that harbor, evening of 11th, between the Lighthouse and Savin Rock, was boarded by a sea which washed off the hatch, filled her and caused her to sink immediately in about 20 feet water. The crew clung to the rigging until rescued. Tuesday morning on the ledge 1 1 ch channel way, and with good weather can probably be saved, with perhaps all her cargo.

SCHR HORNET (of Portland), Hardenbrook, which sailed from Providence 12th inst for Calais, returned the same day, having broken rudder pintles when near Rocky Point. Will go on the marine railway for repairs.

The steamship Matanzas, having been thoroughly repaired, has returned to her berth at pier NR, and will resume her place in the U S transport fleet.

Spoken, &c.

Ship E Bulkley, Ross, hence for Antwerp, June 8, lat 39 28, lon 72.

Ship Chapin, for Isle of Sal to load for Boston, May 15, 10 miles E of St Vincent.

Bark Isabella C Jones, from Liverpool for Baltimore, May 17, lat 42, lon 40 30.

A bark bound SE, showing a signal of blue ground with a ball and two stars (made her name to be Theoda), was seen June 5, lat 31 24, lon 70 53.

Brig Julia Ann, Farr, hence April 13 for Australia, May 4, lat 21 N, lon 40 W.

Schr Carrie Hues, 25 days from Rio Janeiro for Delaware Breakwater, May 28, lat 27 38 N, lon 55.

Foreign Ports.

ANTWERP, May 2—Sld Consignment, Tucker, NYork.
BREMERHAVEN, May 26—Arr Orpheus, Wessels, NYork; Sir John Franklin, Desgeans, Balta.
BISSAU, April 29—In port bark Gem, Brown, idg hides for Salem, to sail abt the last of May.
CARDIFF, May 2—Arr Omega, Morse, Dublin.
Arr in Penarth Roads 29th, in tow of the tug United States, a large ship, supposed the H Y Baxter.
COWES, May 29—Sld Hammonia (s), Schwensen, Hamburg.
CETTE, May 23—Sld Emblem, Davis, NYork.
CADIZ, May 27—Arr Mary Edson, Nickerson, NYork.
CARDENAS, June 3—Arr brigs Chas Miller, Brewer, and J M McIntyre, McIntyre, Key West. Sld 3d, schr Marion, Godfrey, NYork.
DEAL, May 28—Arr Sparkling Wave, Emery, London for NYork (and anchored); 29th, Fanny Fern, Jordan, do (and sld for Cardiff). Sld 29th, Wm Singer, Farley, Calais (not before).
DUBLIN, May 26—Arr Zephyr, Small, Philadelphia.
DESSARAS, May 31—In port bark Lamplighter, Thompson, for NYork 4 days; brigs Muscovado (Br), Baxter, for do next day; Dani Trowbridge, Neal, for do 4 days.
FALMOUTH, May 2—Sld E C Felker, Welsh (from Cape of Good Hope), London; Gambia, Bean (from Havana), Cronstadt (not sld 24th).
GUANTANAMO, May 27—In port schrs H Newell, for NYork next day; Lane (Br), for do.
GONAIVES, May 17—In port schrs Abbie Forest, for N York 15 days; Albert Dexter, Doane, for Boston 6.
HAVRE, May 27—Arr Amanda, Wittenhagen, NYork.
HAVANA, June 2—Arr barks American Eagle, Rich, Wiscasset; David Lapsley, Bending, Shields; Harvest Queen, Murray, Key West; schrs Edw Kidder, Harksen, do; Elizabeth (rebel), Schullin, Galveston; 4th, steamship Roanoke, Couch, NYork (and sld 5th for New Orleans); sloop Santa Anna, Bates, Baty; 6th, Clara Ann, Coombs, Genoa; Lindsey, Howes, Key West. (Our Havana files are incomplete.)
Sld 5th, barks E Churchill, Gray, Sagua; 6th, Helicon, Johnson, Matanzas.
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Sld fm Sail, CV, May 14—In port ship Uncle Joe, Sewall, for Rio Janeiro, idg sail, to sail in 3 days.
LIVERPOOL, May 29—Arr F B Cutting, Maloney, NYork; Empress, Lyons, St John, NB; 30th, St Peter, Savin, Sagua.
Sld 29th, Universe, Wells, NYork; 27th, Shakemuc, Oxnard, Philadelphia; 28th, Ibis, Miller, Wyburg; Revere, Rosko, Boston; Victor Emmanuel, Piaggio, and Amalitie, Tomlicich, NYork; 29th, Gustav, Collin, Baltimore.
Old 29th, Frank Flint, Tobey, Hallowell; Scranton, Collins, and Edding, Rentel, NYork; Argo, Ballard, Philadelphia; 29th, E F Herriman, Herriman, Bath, Me; Autocrat, Burwell, Boston; Canova, Hayes, Calcutta; E C Scranton, Magna, NYork.
Ent out 28th, Adelaide, Cutting, for NYork, 29th, Glasgow (s), do; Golden Fleece, Manson, do.
LONDON, May 30—Arr Rosa, Minde, NYork.
Cld 29th, Kathay, Rennell, Shangeae; 30th, D C Yeaton, Pote, Shields and Philadelphia.
Ent out 28th, Am Congress, Woodward, for NYork; 29th, Bridge, Miller, do.
LONDONDERRY, May 26—Arr Minnehaha, McGrath, NYork.
LAWRICKE, May 2—Arr Niagara, Loven, NYork.
MARSEILLES, May 23—Cld J B Mansfield, Wallace, Sierra Leone; Albion, Miller, Wells, NYork.
MATANZAS, May 31—Arr barks Alonzo, Godfrey, Key West; June 1, Orold n Murray, do; 2d, brig Dazzle, Smith, Bangor; 5th, bark Emma Cushing, Dixon, Cardenas.
Sld June 2, brig Cora W Cogins, Cogins, Portland; schr Henry Hooper, Kinder, do; 3d, brig Renshaw, Perse, and L M Merrick, Berry, do; P Larrabee, Daney, Portland; 5th, bark Hannah Thornton, Tarr, New York; schr Waredale, Portland. Also sld 2d, schr Ella Ann, Chase, NYork.
NASSAU, NP, May 23—Arr brig Wild Pigeon (Br), Johnson, NYork (and sld 30th for return); 26th, schrs A B Dyer, Purvere, Boston (and cld 29th for Philadelphia); Emma Graham, Ingraham, Key West; 29th, J W Kemp, do; June 3, Emily, Sawyer, Wilmington, NC; Emma Jutta, Fraser, Charleston; 4th, Tim Sawyer, NYork; 5th, steamer Cecile, Carlin, Charleston; schr Prima, Alfred, Wells, NYork; 7th, steamer Kate Lockwood, Charleston.
Cld May 31, schrs Carlton, Evans, NYork via Cat Island; Evelina, Higgs, do; June 2, Manet, Saunders, Key West.
POINT SPARK, June 1—In port brig Calvert, Miller, from Philadelphia, disc.
PORTO RICO, June 1—In port brig Scotland, Francis, for Hartford, idg; schr Maria R Hall, do, NYork 5 days.
In port May 29, brigs Robt R Kirkland, Fisher, from and sld for Baltimore, idg; Anna, for NYork 4 days; and others as before.
QUEENSTOWN, May 27—Arr De Soto, Patten (not Reed) Calais and sld for the Clyde; 30th, Geo Marckland, NYork.
Off do 30th, Sue, from a port in Georgia (and sld for the Clyde.
RIO GRANDE, WCA, April 25—In port brig Planet, Richards, idg; passports for Boston.
ST VINCENT, CV, May 17—In port ship Hampden,