COMMERCE WITH PARAGUAY.

American Geographical and Statistical Society—First Public Meeting—Paper on the Importance of Commercial Relations with Paraguay and Bolivia.

There was a considerable audience last night at the rooms of the New-York Historical Society, in the University, on the occasion of the first public meeting of the American Geographical and Statistical Society.

Mr Joshua Leavitt, Vice President, in the absence of Henry Grinnell, President, called the meeting to order, and in a short speech set forth in distinct and pertinent terms the object and value of geographical and statistical knowledge, which had been called the two eyes of history. This Society had been formed for the purpose of collecting all such knowledge as might be valuable to the people, and, in proper time, to give these facts to the world in annual reports. Mr. L. closed by introducing Mr E. A. Hopkins, late United States Consul in Paraguay.

Before the reading of the paper of Mr. Hopkins thanks were voted to the Historical Society for the use of their rooms.

On motion of Mr. S. Dewitt Bloodgood, the thanks of the Society were voted to Foreign Consuls present at the meeting, which compliment was acknowledged by the Consul at this port for Belgium.

Mr. Hopkins was then introduced, and proceeded to read his very interesting paper, the more material portions of which we give below.

PARAGUAY—SKETCH OF THE COUNTRY.

The vast territory, formerly known by the appellation of Paraguay, comprised all that portion of South America which was bounded on the north by the northern frontier of the provinces of Santa Cruz de la Sierra and Charcas, in 16° south latitude; on the south by the Straits of Magellan; by Brazil on the east, and by Chili and Peru on the west. But the country now distinguished by that name is entirely contained within the shores of the Paraguay and Parana Rivers, from an undefined boundary with Brazil, in about 17° S. L., to their junction in 27° S. L. The maps of these regions are manifestly incorrect in comparison with those of the better known portions of the world; still they are sufficient to give the student a correct geographical idea of the sources and channels of these noble rivers. The Rio de La Plata is formed by the confluence of the Uruguay with the Parana; and, from thence to the ocean, it is remarkable for its great breadth and shallow waters, and should properly be considered an estuary of the sea.

The River Parana rises in the western slope of the highlands near the seaboard, to the northwestward of Rio de Janeiro, and flowing westerly and south-westerly to its junction with the Paraguay, continues a southerly and south-easterly course to the ocean. In this course, through 16° of latitude and as many of longitude, its navigation is only interrupted in one place at latitude 23° 40'. Here the river flows for 30 leagues through a narrow gorge, which it has burst through the chain of mountains running from the province of San Paulo, in Brazil, westward till they are lost before reaching the Cordilleras. Probably no living white man has ever seen these extraordinary rapids. They were described in 1808 by D. Felix d'Azara, from hearsay; because, owing to domestic dissensions, barbarism has greatly encroached upon the frontiers originally conquered from the Aborigines by the Spaniards.

Immediately above these rapids the river is 12,600 feet wide, but this enormous width is suddenly reduced to a single channel of 180 feet wide, down which the whole mass of water is precipitated with tremendous fury. The water falls on an inclined plane of 50°, forming an immediate descent of about 58 feet, and the noise is heard for 18 miles. Senor d'Azara is of the opinion that next to Niagara, this is the most remarkable cataract in the world, from its extension, and the amount of its waters. Both below and above this cataract, numerous tributaries, many of them larger than the largest rivers of Europe, send their waters to swell its gigantic flood. But the largest and most important of them all is the river Paraguay, which empties into the Parana at 27° 20' south latitude.

This river is undoubtedly the most perfect, for the purposes of navigation, of any in the known world; and its position, in reference to different countries, is of the utmost importance. Its first sources are in 13° south lat. and 12° long. west from Rio de Janeiro. Thence it increases rapidly and majestically. In fact, its primitive fountains are so plentiful, both in number and in water, that in a very short distance from them it is already fully navigable. Its bed, spotted with gold and brilliants, indicates that it is to be the great channel of the immense riches of South America. On the east lies the rich Brazilian province of Matto Grosso, whose capital, Cuyaba, contains 30,000 inhabitants, and is situated in lat. 15° 36' upon the banks of the San Lorenzo, a navigable tributary of the Paraguay.

The city is surrounded by agricultural establishments, well stocked with cattle of enormous size, and by mines of gold and diamonds. The population of this province is estimated at 150,000. On the west, descending, we meet with the three most populous provinces of Bolivia, Moxos, Santa Cruz de la Sierra, and Chiquitos, from whence the celebrated Peruvian Bark is chiefly procured. From thence it is at present carried on mules westward, over the Andes, and exported from Cobija, the only seaport possessed by Bolivia, and finally finds its way to our shores, by doubling Cape Horn.

Floating further down, we meet with the river Jauru, which is navigable up as far as the heart of the province of Chiquitos; and, still further down in latitude 23 deg. the river Verde. From thence on the western bank, down to the city of Santa Fe, on the Parana, all is a primitive wilderness, inhabited by the aboriginal savages. But we meet, in this part of our course, two magnificent rivers, which are of the utmost importance. They are the Pilcomayo and Bermejo, both navigable, and the valleys of both are thickly populated by the descendants of the white man—the lands along their banks being of unsurpassed value in production.

The Pilcomayo rises on the eastern slope of the Andes, near the silver mines of Potosi in Bolivia, and flowing south-eastwardly, near Chuquisaca, the capital of Bolivia, enters into the Paraguay, three leagues south of the City of Asuncion, the capital of Paraguay. The Bermejo takes its rise, also, from the eastern slope of the Andes, and, flowing through the populous provinces of Salta, Jujui, Catamarca and San Juan, also empties into the Paraguay, in 27° S. L., opposite the commercial port of Villa del Pilar, and near the embouchure of the Parana. The voyages of discovery on the Pilcomayo and Bermejo, accomplished by the Senores Cornejo, Espinola and Soria, demonstrate on every page the ecstatic enthusiasm of their authors at the richness and beauty of the country on their banks, and fully prove that the regions through which they flow are among the most beneficent gifts of Providence to man. In the year 1820, companies were formed for the purpose of introducing European emigration in those regions, and several useful industrial establishments were set in operation, for the manufacture of a very superior indigo. But civil wars, upon which I shall touch by-and-by, destroyed all.

Descending the Paraguay from the River San Lorenzo, on the eastward, we find constantly an uninterrupted line of white population. In Paraguay, itself, the population amounts to 1,200,000 souls, and the country is intersected by many rivers, all more or less navigable—that is to say, from ten to fifty leagues. The River Tibicuari is the most important. It was fully explored in 1785 by d'Azara as well as last year by myself, and is navigable for steamboats of light draft for eighty leagues. Its banks are thickly populated throughout its whole extent. Descending still toward the ocean we find the eastern shores of the Parana, lined with thirty-eight cities, towns and villages, and in the provinces of Corrientes and Entre Rios, a population of an hundred and fifty thousand souls. A rough calculation, according to the best authorities extant, would place the extent of river navigation within Cape St. Mary at not less than ten thousand miles, all of which, in a state of nature, is unobstructed by any impediment to steamboats. Upon the banks of these streams, is found a population of 2,000,000, entirely dependent upon this navigation for their imports and exports.

[Mr. H. here gave a minute and interesting view of the Political History of Paraguay under the extraordinary and suicidal policy of the Dictator Francia, whose monstrous crimes were vividly delineated. It is well known that Francia shut Paraguay from all intercourse with the world, and that after his death, his fellow villain, Rosas of Buenos Ayres, the present incubus of South America, quite as effectually continued the embargo by holding possession of the rivers, which are the only road from Paraguay to the world. Mr. H. also detailed many of the cruelties of this demon, Rosas.]

PRESENT CONDITION OF PARAGUAY.

After some description of the late wars and their effect, Mr. H. said:

The political condition, therefore, of Paraguay, Brazil, Corrientes, Entre Rios and Montevideo is one worthy of our utmost attention, sympathy, and respectful regard. They have published their intentions and determinations, which are in entire accord with the most humane principles; and their actions have been perfectly consistent with their professions. They have invited foreigners, with their capital and commerce; published decrees regulating tariffs and custom-houses; and offered special rewards and exclusive rights for the introduction of steam, and all useful machines and implements of every kind—the product of the industry of other countries.

In reference to the present condition of these countries, it may well be imagined that there is room for great improvement. Yet if we speak of the elements to improve upon, it would be difficult to imagine any part of the world where they exist in greater or more spontaneous profusion. Bolivia, Brazil and Paraguay, are the agricultural regions which must chiefly nourish the richest commerce, while the regions near the Atlantic Ocean yield all the productions of an enormous extent of pastoral countries. It is in the higher lands, up the rivers, where European emigration must find a home and a field for congenial pursuits, which would not interfere with those of the native inhabitants. The knowledge which prevails among them about agriculture, is meagre in the extreme; and although in Paraguay they are principally an agricultural people, they know very little of the science. They are in the greatest want of all agricultural implements; upon each of which the introducer would receive a patent for ten years.

PRODUCTIONS OF PARAGUAY.

Beginning with the head waters of the River Paraguay, we find the productions upon the Brazilian side to be gold and precious stones, sugar, molasses, hides of extraordinary size, hair, tallow, wax, deer and tiger skins, with rice, corn, and the different manufactures of the mandioca root; in Bolivia, gold and precious stones, silver, coffee, considered by good judges to be equal to Mocha, and Peruvian bark. Though, undoubtedly, we could draw from these two countries many other productions of tropical America, yet it is in Paraguay that we find the greatest wealth of all these valleys. Of this country and its commercial resources, I can speak with the greatest certainty, from my own personal knowledge. Almost divided by the tropic of Capricorn, its surface is like a chess-board, checkered here and there with beautiful pastures and magnificent forests. Unlike all other lands with which I am acquainted, it seems destined especially for the habitation of man.

Here, in the easterly portion of our own land, the first settlers found the whole country covered with woods. West of the Mississippi the other extreme exists, in the vast extent of prairie, destitute of timber. In the north of Brazil, in a similar manner, are unbroken forests; in its Southern parts and throughout the Banda Oriental, Entre Rios, Corrientes, and the Argentine Republic, we find continuous pampas, like our prairies, in many instances without bearing the necessary fuel even for household purposes. Not so in Paraguay, where, added to a sufficiency for building fleets of a thousand steamers, its forests teem with every description of ornamental and useful woods.

The vegetable kingdom of Paraguay presents the richest attractions, not merely to the professional botanist, but to that important class which is devoted to mercantile enterprise. The medicinal herbs which abound in the greatest profusion are rhubarb, sarsaparilla, jalap, bryoniat, indica, sassafras, holly-wood, dragon's blood, balsam of copaiba, nux vomica, liquorice and ginger. Of dye-stuffs, too, there is an immense variety—the cochineal, which is indeed an insect, but requiring for its food a species of the cactus plant; two distinct kinds of indigo, vegetable vermillion, saffron, golden rod, with other plants producing all the tints of dark red, black and green. Many of the forest trees yield valuable gums, not yet familiar to commerce or medicine; and they comprise some of the most delicious perfumes and incense that can be imagined. Others, again, are like amber—hard, brittle, and insoluble in water. Some cedars yield a gum equal to gum Arabic; others a natural glue, which, when once dried, is unaffected by wet or dampness. The seringa, or rubber tree, the product of which is now almost a monopoly with Para, and also the Palo Santo, which produces the gum guiacum, crowd the forests, ready to give up their riches to the first comer; and the sweet-flavored Vanilla modestly flourishes, as if inviting the hand of man.

Upon the hills, the celebrated Yerba Matte, which is the exclusive beverage of one half of South America, has only to be gathered. Its preparation is in an exceedingly crude state, and could be beneficially improved by employing some of our corn-mills; and probably its use could be introduced into this country with advantage.

Upon the fertile alluvial banks of so many large streams, sugar cane, cotton, tobacco of a superior quality, rice, mandoca, Indian corn, and a thousand other productions, vegetate with profusion; while seven varieties of the bamboo line the river banks and dot the frequent lakes with islets of touching beauty. On the plains quantities of hides, hair, horns, bones, tallow, &c., are lost for want of transportation. If we go to the forests, we find two or three kinds of hemp, vast quantities of wax, the nux saponica, or soap nut, the cocoa, and vegetable oils in abundance, with two kinds of wild cotton, admirably adapted for the manufacture of paper.

But it is with the forest trees of Paraguay that I love most to dwell. Giants! there they are, vast and noble in their aspect, and able, as it were, to utter for themselves the sublime music of the wilderness. Sixty varieties already known, furnish timber of all kinds and colors and degrees of durability, elasticity and buoyancy. I have seen timbers of the Lapacho that have supported the roofs of houses, in Buenos Ayres, for more than two hundred years. They are now as sound as ever, and to all appearance, capable of performing the same service to the end of the world. A door sill of the same wood, half imbedded in the ground, and marked "1632," belonged to the front door of the house which I inhabited in the city of Asuncion. Upon the closest inspection, it was in a state of perfect preservation. Several other woods of this same variety are so heavy as to sink in water, and all, while difficult to burn in houses, form, under a strong draft, a fire almost equal to stone-coal in intensity.

Another tree, the Seibo, when green, is spongy, and soft as cork, and can be cut like an apple; but when dry, it is so hard as almost to defy the action of steel. Again, we have the Palo de Vivora, or snake tree, whose leaves are an infallible cure for the poisonous bites of serpents. The Palo de Leche, or milk tree, may be called a vegetable cow, and the Palo de Borracho, or drunken tree, a vegetable distillery. The Isica resin is found at the roots of trees, under ground, and is a natural pitch, ready prepared, to pay the seams of vessels.

PEOPLE OF PARAGUAY.

Of the Anthropology of Paraguay I have said nothing. Blumenbach himself, would be puzzled to tell the original of some of the mongrel breeds to be found there. But the upper classes have ever been more regardful of their blood than in any other part of Spanish or Portuguese America. They are brave, stout and healthy, hospitable and simple-hearted in the ordinary relations of life, and exceedingly intelligent and keen in business affairs. Perfect confidence in the Government, and subordination to the laws, are two of their cardinal virtues; and security for life and property is the blessed consequence.

Tyranny enough they have already suffered, to have learned to escape its toils in future; and their chief desire is, to learn those arts which may conduce to their comfort and happiness, and elevate their country to its proper position among the nations of the world. In return for that knowledge, their commerce will bring to us much that we have never seen, and will cheapen, for our manufacturers, what we already import from other parts of South America; while, to the naturalist and the historian, the most extensive fields of undeveloped richness and inexpressible beauty will open at command.

As for the character of Carlos Antonio Lopez, the President of Paraguay, I must not quit his country without passing a just eulogium upon his talents and patriotism. For a man who has never passed the frontier of his country, he is really remarkable. He has been stained by no arbitrary bloodshed, and even under the circumstances, which I have described, of isolation from all the world, he has reformed and advanced his country in no ordinary degree. Its whole constitution, civil, political and religious, is the work of his hands; and his decrees for the furtherance of commerce and agriculture, show a spirit of enlightenment rarely exhibited under similar circumstances. However, much remains to be done; he knows that it must be done slowly; that too rapid an improvement must stand upon an insecure basis, which may crumble away and leave but its ruins behind.

COMMERCIAL IMPORTANCE.

Under a free navigation for these delightful regions, their exports must double within six months, and a new impulse be given to all their affairs. The commercial tendencies of all this section of country lean toward the United States for many reasons. In the first place, we are, for our numbers, beyond all comparison, the greatest consuming people on the earth. While commerce with us leads to their wealth and comfort, that of England, our only rival, drains from them their very life-blood. We return barter, or exchange, and many times have to pay the difference in specie; while the English sell their manufactures for good paper, on time; and when the hard money is paid, it is not long in leaving the country and becoming embalmed in the vaults of the Bank of England.

These regions produce spontaneously many valuable articles of commerce, for which we are now almost exclusively dependent upon the British East Indian possessions, paying for them such a price as the English choose to demand. It is for this reason that the British Government has regulated its policy so as to support the barbarous system of Rosas; whilst, at the same time, she has endeavored to make such treaties as would secure her the precedence, should he ever fall from power.

Again, all those productions of these valleys which European commerce requires, could be furnished to Europe, by way of the United States, in less time, and consequently at less expense, than they can be by going direct, no matter whether we use steam or sailing vessels. But so long as England uses steam, and we use only sails, then we can communicate in less time (that is to say, once a month with Monte Video and Buenos Ayres) by way of England than direct from this City.

A study of the wind and current charts of my distinguished friend, Mr. Maury, of the National Observatory at Washington, as well as the statistics of voyages from the Rio de La Plata to New-York and any point of Europe, will amply prove this assertion.

Then, again, all the productions of Bolivia, which reach any Atlantic market, are obliged to be carried across the Andes on mules, and exported at Cobija, the only port which she possesses; and, doubling Cape Horn, at length they reach us, loaded with such expenses as almost completely kill any attempt of that fertile country to produce anything which may compete with similar productions in the commerce of the world.

[Mr. Hopkins discussed for a moment the political considerations which should induce us to pursue the commercial policy indicated in 1824 by Messrs. Clay, Monroe and Adams, but suddenly abandoned by Gen. Jackson. These countries all naturally lean to the United States; Rosas is now the great obstacle to the opening of the great rivers to our commerce—he declines to make treaties with us, saying that he has not the power, while at the same time he has signed treaties with England and France. There is now a steady emigration from France and Germany to Paraguay and the adjoining countries, and the unsettled state of Europe is likely largely to increase this emigration.]

DUTY OF THE UNITED STATES.

That the people and Government of the United States may be properly represented in the future of these magnificent countries, now that they have the opportunity of so doing, they should move the *first and foremost* in the matter. The order of Providence seems to have constituted us the protector and teacher of the other parts of our hemisphere; and it is a duty which we have hitherto but poorly performed. Again, it is the evident policy of our Government to protect all small States from the encroachments of their more powerful neighbors, *as far as they can do so by diplomatic action*; and the more especially, when they desire it themselves, as in the case of Paraguay and Montevideo. In reference to this latter State, I have said nothing. But to make more evident still the great supineness of some of our past Administrations, I will state that Montevideo has always been the last refuge of civilization, and the only constant upholder of constitutional government on the shores of the Plata. Yet, although such has been her character, as I am amply able to prove, she has never met with any notice or favor from us, but the contrary.

I have now among my papers some records, procured from the files of the Oriental Legation at Paris during my late visit there, which cannot lie. They are a correspondence, under date of Dec. 14, 1841, between Senor Ellauri, the Oriental Minister, and Gen. Cass, our Minister at Paris, in which the former, in accordance with special instructions and powers, which he had received for that purpose, offers to make a treaty of friendship, commerce and navigation with the United States. This, be it remarked, was in a time of profound peace for the Banda Oriental, and while Gen. Rosas was engaged in subduing the upper Argentine provinces. Gen. Cass states his want of instructions, and applies to his Government. His Government—that is the Government of the United States—answers him, and he replies to the Oriental Minister, under date of March 5, 1842:

"I have been instructed to inform you that although the United States are desirous to extend and improve commercial and friendly relations with the Governments of the Western Hemisphere, and to place them under the high sanction of conventional stipulations, yet, under existing circumstances, and particularly while war continues between the Argentine Republic and your Government, and while that region is in an unsettled and unquiet state, the moment does not seem favorable to the development of its resources, nor to the formation of new diplomatic relations with other countries. The President of the United States, therefore, thinks it necessary to defer to a more favorable opportunity the further expression of his amicable disposition toward the Oriental Republic, and the negotiations for the regulations of its intercourse with the United States."

In a letter to me of Oct. 30, 1851, Senor Ellauri says: "I ought to make you notice a very especial circumstance; it is, that the only nation with which my nation has taken the initiative, to invite them to celebrate treaties of friendship, commerce and navigation, has been that of the United States; with all the others, we ourselves have been the invited parties, even by England."

Thus, then, we have seen that the Banda Oriental sought our connection in 1842; Paraguay in 1845; *both of which States have been treated with complete indifference.* For this we owe them at least some reparation, and to call the attention and speculation of all persons to beautiful and fertile South America, it is only necessary for the Government of the United States to give to these countries that impulse which is the indispensable element of civilization and of Christianity. With such friendly aid as it can supply, a sudden metamorphosis will transform the face of these countries.

The power of steam will reproduce upon their waters the wonderful results which have marked its introduction among ourselves, and which, to our benighted brethren of South America, appear but the phantasy of a dream. If we lead them to adopt those modes of commerce for which they have such unsurpassed yet unexplored advantages, we shall open to them a new era of grandeur and happiness, of which they cannot form as yet any adequate conception.

In four days a steamboat could run up from Montevideo to Asuncion and in eight days to the interior of Bolivia and Brazil. A shorter time will carry the return voyager to the mouth of the Rio de la Plata, after having touched, in both trips, at the many cities and villages upon the banks, leaving to them the spirit of life and wealth, and through these the benefits of education and refinement.

The time has arrived when all things tend, in the Old World and in the New, to the realization of these most magnificent projects; in a word, to the opening of an entire new world to our enterprise. Why let the opportunity slip from our grasp, to be certainly seized upon in a few months, by our only rivals, the English!

The best commercial statistics fully prove what I advance. For in 1842, when not half a dozen individuals in each port of the United States had a dollar invested in the Rio de la Plata, the American tunnage which had arrived in the port of Montevideo for the seven previous years amounted to 115,696 tuns, and fell short of the British by only 57,386 tuns. For the year 1842, a year of peace, the total of the imports and exports of Montevideo, with only a small back country, and without any aid from Bolivia, Brazil, Paraguay, Corrientes or Entre Rios, amounted to $22,558,769, of which the Americans had the third share. Thus if, under circumstances of governmental abandonment and general want of confidence, we did this much, what ought we to do now!

I do no not surpass probability when I say that the appearance of an American river steamboat in those waters would increase our exportations to these regions a million of dollars the first year, and that this amount would double every six months thereafter, for a considerable period of time. This boat would procure the exclusive right for the navigation of these waters, from Bolivia, Brazil and Paraguay; and the company, during the existence of their monopoly, could control in every respect all imports and exports.

In vain has a third of a century passed since we conferred upon these people the blessing of national independence. In vain have opposing interests labored for a long time to efface the remembrance of this our noble act. In vain have our own errors come in aid of those interests which are opposed to us. The name of Henry Clay, as the champion of South American independence, still survives among them. It is only necessary to give to this remembrance a proper tendency, and it will revivify and spread abroad—it will infuse itself into the ideas and the manners, into the material and moral wants of those people who love us, that we may become the law of their interests; for this is what their sympathies demand.

Contrast opportunities and feelings like these, with the proportionate dislike of the snares of monarchical influences, from which they have suffered so much. Consider, in addition, the hopeless debt and consequent oppression, in one form or another, under the apprehensions of which all the nations of South America, except Paraguay and Chili, so heavily labor; and our view into the future, of what we ought to do and can do, becomes clear and distinct. The time for talking is over, if we do not wish to be distanced, anticipated, superseded—we must act and act *without delay*.

If we follow on in the path thus open before us, emigration and steam will speedily call into action those sympathies of which we just now spoke. Incomparable instruments of peaceful revolution, they promise to these magnificent countries the most abundant development for the happiness of the human race. Under their vigorous impulse, solitudes will be peopled, inertness will become action, and the earth will yield its fruits an hundred-fold. The travels and investigations of scientific men, the introduction of machinery and new means of labor, together with a new spirit of energy and enterprise, will bless all persons with new discoveries of unbounded usefulness, before unknown. Thus, resting upon those solid foundations which alone can give a permanent existence to Liberty, a new *terra firma* of prosperity and peace will rapidly loom up from among the sinking billows of discord and civil war, which have so long swept in all their fury over some of the finest regions on the face of the earth.

The American people seem to be desirous at the present moment to extend the area of freedom. Some have gone to Cuba and the Sandwich Islands. Others would like to go to Hungary, and even to Moscow, notwithstanding its bad reputation as a winter residence for an invading force. And it is only a little of this spirit differently applied which I have desired to see extend itself to South America.

At the conclusion of this interesting paper, Mr. H. was warmly applauded. On motion, the thanks of the Society were voted to him, and a copy of his paper asked for the archives.

The meeting then adjourned.

PHILADELPHIA.

Markets and Stocks.

Correspondence of The N. Y. Tribune.

PHILADELPHIA, Tuesday, Jan. 13, 1852.

The weather is bitter cold. The Schuylkill River is again frozen tight; and the Delaware is fast following suit.

At sunrise this morning, the thermometer at the Pennsylvania Hospital stood at 11 degrees above zero.

The case of Samuel Williams, charged with giving information of the intended arrest of the alleged slaves of the late Edw. Gorsuch, was continued to-day.

The Jury in the case of Rev. Richard W. Thomas, charged with lunacy by his wife, are out. They find a difficulty in rendering a verdict.

CLOVER SEED is in better demand, and prices are firmer; sales of 300 bushels good quality at $4 75 ℔ 64 lb, and a lot of prime at $4 87½. The COTTON market is quiet. There is some inquiry for QUERCITRON BARK, and small sales of No. 1 have been made at $33 50 ℔ tun. The FLOUR market is exceedingly dull and inactive, and prices have declined 6¼@12½c ℔ bbl; sales of 2,000 bbls. standard and good brands at $4 12½@$4 18¾, but mostly at the latter rate. The sales for city consumption are limited within the range of $4 25 for common and extra brands, as in quality. In RYE FLOUR and CORN MEAL no sales have been reported. There is but little WHEAT offering. Good Red is steady at 90c., and White at $1 ℔ bushel. RYE is wanted, but there is none here. There is more CORN arriving, and it meets an active demand at the late advance; sales of 6,000 bushels new Southern Yellow at 65c. OATS are scarce; sales at 40c. ℔ bushel. WHISKY is dull; bbls. are held at 22c., and hhds. at 21½c.

SALES OF STOCKS—*First Board.*—161 Girard Bank, 12; $667 State 5s, '70, 85; $2,500 do 83; 7 Far. and Mech. Bank 66; 200 U. S. Bank, 3½; $9,000 Reading Railroad 6s, '70, 73¼; 11 Man. and Mech. Bank, 27; 50 N. A. Coal, 8½; 50 Long Island Railroad, 8; 175 Lehigh Interest, 33½; 24 Penn. Railroad, 40½; 1 Philadelphia Bank, 124½; $6,000 Sch. Nav. 6s, '72, 73.

Second Board.—42 Girard Bank, 12; 30 Long Island Railroad, 8; 15 Mech. Bank, 28½; 20 Man. and Mech. Bank, 27; 100 Sch. Bank, 1; 5 Penn. Bank, 108½; $2,500 City Railroad 6s, '46, 100½; $5,100 City Gas 6s, '72, 100.

Passengers Arrived

In steamship Florida, from Savannah—Thomas Beadell, W. G. Black, J. Dunbrao, B. Darling, R. H. Gibson, L. P. St. John, J. B. Budd, H. F. Waring, E. F. Word, L. G. Harkness, L. D. Wilcoxson, Dr. Benson—and 12 in the steerage.

MINIATURE ALMANAC....THIS DAY.

SUN—Rises.... 7 23 | Sets.... 4 56 | MOON—Sets..... 0 27m

HIGH WATER....Jan. 14

Sandy Hook..1 52a | Gov. Island...2 42a | Hell Gate... 4 12a

MARINE JOURNAL.

PORT OF NEW-YORK.......JANUARY 13.

Cleared.

Steamship—Falcon, Rogers, Chagres, M. O. Roberts; Africa, (Br.) Harrison, Liverpool, E. Cunard, Jr.

Brigs—Tylla, Tobiasson, Copenhagen via Charleston, Funch & Meincke; J. W. Ruddocks, (Brem.) Clodius, Aguadilla, Simes & Huffer.

Schooners—Hiram Gerard, Hammond, Richmond, Mailler & Lord; Cataract, Price, Savannah, N. L. McCready & Co.; New Regulus, Walters, Norfolk, Sturges, Clearman & Co.; R. H. Moulton, Tapley, Trinidad, Cuba, H. D. Brookman; Uranus, Ames, Aux Cayes, H. D. Brookman; Asa Eldridge, Lowden, Baltimore, J. W. McKee; J. R. Randell, Blackwell, Guadaloupe, M. M. Freeman & Co.

Arrived.

Steamship Florida, (U. S. M.) Lyon, Savannah 70 hours to S. L. Mitchell. Jan. 11, 7 30 P. M., off Hatteras, exchanged signals with steamer Alabama; 8 45 P. M., exchanged signals with steamer Marion; 15 miles S. of Lookout exchanged signals with brig Alfred Exall.

Ship Adrian, Scott, Savannah 6 days, mdse. to Brigham & Carhart.

Brig Frederick Eugene, (of Thomaston) Clinton, Jacksonville 12 days, lumber, bound to Bridgeport. Jan. 1, in lat. 32 26, lon. —, in a gale from N. W., lay to 14 hours, sprung a leak, and made 700 strokes per hour. On the 8th, in lat. 35 46, lon. 72 40, spoke ship Rebecca, of New-York, from Norfolk, bound to Rio de Janeiro.

Brig Harriet Newell, Warren, Darien 12 days, mdse. to Peck & Church.

Brig David Duffel, Podger, Wilmington, N. C., 8 days, naval stores to E. S. Powell.

Schr. Henrico, Tuttle, Richmond and Norfolk 46 hours, mdse. to C. H. Pierson.

Schr. Gallego, Nelson, Richmond and Norfolk 46 hours, mdse. to C. H. Pierson. The G. has carried away her foremast, and was yesterday afternoon at anchor inside of Sandy Hook.

Schr. Oregon, (of Cape May) Godfrey, Plymouth, N. C., shingles. Dec. 25 left Ocracoke Bar. Dec. 26, while lying to in a gale from N. W., in endeavoring to secure the foresail, the boom suddenly jibed over, striking the mate, Theophilus Carson, who was knocked overboard and lost.—Came to anchor Monday night under Jersey City, and lost both anchors, and drifted into the East River.

Schr. Excelsior, (wrecker) Clock, arrived this morning from the ship Champlain, (new) from Philadelphia for this port, aground on the S. W. side of Romer Shoal. Capt. Clock reports having reached her last Monday night at about 7 o'clock, but from the lateness of the hour, and the cold and boisterous state of the weather, anchored under the Hook and remained there till this morning, at which time it was found still to be impossible to approach near enough to render the vessel any assistance. He then bore away for the City in order to get more men and wait till the wind abates sufficiently to enable them to commence the necessary operations for relieving the ship. She is reported to be of about 800 tuns burden, and lies 3 or 4 feet aground; 2 other ships are anchored near the C., and 2 are also at anchor about 3 miles outside.

Schr. E. Hinds, (of Gardiner) Perry, Wilmington, N. C., 6 days, naval stores to Burr & Blackwell.

Schr. Splendid, Barber, Virginia 3 days, bound to New-Haven.

Schr. Colorado, Burr, Washington, N. C., 6 days, naval stores.

Schr. Columbia, Winslow, Norfolk 3 days, mdse. to Sturges, Clearman & Co.

Schr. Daniel Baker, Patterson, Virginia 3 days, wood.

Schr. David Risley, Haines, Virginia 3 days, wood.

Schr. Richard Law, Chappell, Virginia 24 hours, bound to New-Haven.

Schr. Catharine Thomas, Woodhouse, Virginia 24 hours, bound to New-Haven.

Schr. Village Belle, Wedmore, Virginia 24 hours, bound to New-Haven.

Schr. Mail, Cropper, Virginia 24 hours, bound to New-Haven.

Schr. Chas. W. Bentley, Mills, Virginia 24 hours, bound to New-Haven.

Schr. Mary Adelaide, Avery, Virginia 24 hours, bound to New-Haven.

Schr. Levi Rowe, Wedmore, Virginia 24 hours, bound to New Haven.

Schr. Emma Hotchkiss, Farren, Virginia 24 hours, bound to New Haven.

Schr. Mary Eliza, Smith, Virginia 24 hours, bound to New-Haven.

Schr. Maxson Rodgers, Farren, Virginia 24 hours, bound to New-Haven.

Schr. A. Heaton, Thomas, Virginia 24 hours, bound to New-Haven.

Schr. Sea Flower, Dayton, Virginia 24 hours, bound to New-Haven.

Schr. Chas. A. Stetson, Miller, Virginia 24 hours, bound to New-Haven.

Schr. Hunter, Parker, Virginia 3 days, wood. When coming to at her pier in the East River, was so encased with ice as to be scarcely manageable; and in consequence ran afoul of the bulkhead and carried away larboard cathead and head rail.

Schr. Virginia, Worthington, Philadelphia 2 days, bound to Fall River.

BELOW—4 ships at anchor on the Bar, no signals flying.

WIND—At sunset, N. W., with snow.

☞ Ship Obed Mitchell, Morton, arr. at Talcahuano previous to Oct. 14, with a cargo of guano, in a leaking condition, was condemned and sold; her cargo was transhipped on board the bark Rio, and schr. Sacramento, for Philadelphia; she was afterward repaired and changed her name to Kate Napier, and sailed for New-York. Owners she has arrived 20th ult. This will account for the censure thrown upon the Captain by some of the newspapers, for reporting this vessel as the "Kate Napier."

☞ The ship reported ashore on the West Bank is most probably a mistake (the James Oyer). There is but one ship ashore, and that is a new ship, Champlain, of Philadelphia. She is on the top of Romer Shoal.

☞ The rivers and bays are very much obstructed by large fields of ice. The Br. schr. Margaret, from N. S., lying at anchor off the Battery, was carried over to the South Ferry yesterday afternoon, with both anchors down. The bark Marmion, from Cronstadt, has also been carried away from her anchors from the same cause.

☞ Pilots who came up to the City this morning report some 100 sail of fore-and-aft schooners at anchor under the beach outside the Hook.

☞ Steam tugs Hector, Ajax, Hercules, and Achilles have gone below. The two latter went to the vessels off shore.

By Telegraph.

BOSTON, Jan. 13—Arr. bark Arno, New-Orleans; brig Medford, Port au-Prince. Cleared, steamship Eastern State, New-Frankfort; ship Thorndike, Havana; bark Elm, Philadelphia; brigs Angle Saxon, Trinidad; Marathon, Charleston; schr. Jasper, New-York. Sailed, bark Falcon.

NORFOLK, Jan. 12—The schr. Ann Eliza, from Baltimore for Portsmouth, N. H., put in in distress, having been run into. Arr. Orient, from Castine, Me., has experienced rough weather, and had to throw over part of her deck load; bark E. Harbeck, and schr. Independence, N. York. Sld. brig Brothers and Royal Sailor, for the West Indies; schr. Pinta for Charleston.

HOLMES HOLE, Jan. 9—Arr. schrs. Woolcot, J. Cousley & Co., and Charles Carroll, Boston for New-York. 10th, bark Orline, St. John, Wilmington, N. C., for Boston; brigs Forest Prince, Curtiss for Boston; Emblem, Cape Haytien for do.; schr. Thomas Hicks, Rockland for New-York. 11th, bark F. & A. Hobart, Messina for Boston; brigs Susan Soule, Boston for Portland; ship Atromant, New-York for Boston; bark Loveland, Savannah for do.; brigs J. G. Whipple, Cardenas for do.; schrs. Manuel, Gonaives for do.; Walter K., Atlantic Ocean for Provincetown, with 100 bbls. sperm oil; Maria Jane, Redbeach, New York for Eastport; Amanda, New-York for Jonesport; Noble, Boston for New-York; J. B. Keeler, New-York for Machias; Lucinda, do. for do. 12th, brigs Geneva, Cayenne for Salem; schrs. King Philip, Aux Cayes for Boston; Eve and Cornelia, New-York for Boston. All remained in port at 1 P. M. on the 12th.

SPOKEN—Jan. 8, lat. 37 40, lon. 73 10, bark B. Cumber, from Beaufort, N. C., for the West Indies. Jan. 11, Block Island, N. 10 miles, schr. N. Freeman, of Brooklyn, on a cruise supplying vessels.

[From our Correspondent.]

PHILADELPHIA, Jan. 13—Arrived—Schr. E. H. Stevens, New-York.

Cleared—Brig Esther Elizabeth, Shackford, Trinidad de Cuba; schr. Susan Houston, McCurdy, Mayaguez, P. R.

Disasters, &c.

LOSS OF BARK GIPSEY.—The bark Gipsey, Capt. Ealing, of Bridgeton, N. J., for San Francisco, arrived at San Juan del Sud Dec. 15. On the night of the 24th, after having discharged passengers, and while Capt. E. was endeavoring to obtain a more favorable position for taking in water and provisions, the vessel was struck aback by a flaw of wind from the southward, which drove her on the rocks, where she became a total wreck. All hands barely escaped with their lives, and nothing else.

BELIZE, (Hond.) Dec. 5—This part of Central America has recently been visited with a severe gale of wind, and two slight shocks of earthquake. The gale, or hurricane, as it ought to be called, was felt most severely in the islands of Ruatan, Utilla, Bonacca, Barbaret, and on the coast of Honduras, where great damage have been done to the plantations and shipping. The most serious is the loss of the bark Bathurst, (Br.) captain and crew. She was loaded at the mouth of the Roman River, and had started on her voyage to England. It is supposed that she was lying to in the gale when she struck on Michael's Rock, on the Island of Bonacca, and with the captain and crew became a total loss. Her cargo was found floating with the bodies of the crew, on the rocks and beach near Bonacca among the cargo. The wood was recognized by the marks and numbers on the cargo of the bark Bathurst, which is the only means yet found to tell what vessel they belonged to. The gale did great damage to the various settlements on the islands and main—blowing down and destroying houses, trees, plantations and every kind of property. The schr. Dart is now on the middle Reef, near the Southern Triangles—will be got off without much damage. The brig Arab ran on the Ambergris Key, owing to an error in her chart, where the reef on which she ran was laid down sixteen miles from its actual position. The bark W. O. Alden, Bates, master, is at the Southward loading for New-York. Report says that two large barks at the South are on shore. I think it needs confirmation before it is credited. The places where these vessels load are exposed to the sea, and the Northers come down so suddenly that they are not able to get under weigh and to sea, and consequently are driven ashore.

BRIG H. R. HYLER, ashore at New Inlet, has split fore and aft. A lighter arrived here 11th inst. with 100 sticks of Spanish cedar and mahogany.

SCHR. OAK LEAF, trading along the coast from California to Panama, was seen, Oct. 28, lat. 23, lon. 107 30 W. to the southward of Cape St. Lucas, capsized. The fate of those who belonged to her is unknown. Brig Lowell, at San Juan, was the vessel which fell in with her.

BR. SCHR TRIAL, (of Arichat) Gerrior, hence for Charlottetown, P. E. I., before mentioned lost, was wrecked at Little River, County of Sydney, about the 17th ult. All the cargo was saved, but a portion of it in a damaged state.

BRIG LION, at Portland, experienced heavy weather, and was obliged to throw over deck load of molasses.

SCHR. KING PHILIP, of Kingston, from Aux Cayes, for Boston, leaking 400 strokes per hour, and making for the nearest port, was spoken Dec. 9, lat. 36, lon. 72.

SHIP ALESTO, Nickerson, which sailed from Boston on the 8th inst. for San Francisco, returned in consequence of being leaky. When 60 miles E. N. E. of Cape Cod, she leaked so much in the upper works that the crew refused to proceed in her, and was obliged to return. She is now at anchor in Light-House Channel, but will be towed up by steamer R. B. Forbes.

BRIG QUODDY BELLE, Luce, that sailed from San Francisco for Realejo and Panama, Ian. Dec. arrived at Realejo and discharged all her passengers at that port, when she proceeded to Talcahuano, where the captain sold the brig under pretext of Mr. Purdy, one of the owners. The captain died June 9th, when Capt. J. Monroe, late of Boston, took charge of the vessel. He also died Aug. 21, leaving a wife and family in Boston. The Q. B. was sold for $3,500.

CLIPPER SHIP FLYING CLOUD, from San Francisco for China, passed Honolulu on evening of 5th Nov. She was going at the rate of 12 knots.

SW. SCHR. FREIA, from Bordeaux, is reported ashore near the Cohasset Light, Jersey shore.

SCHR. CITIZEN, from Virginia for New-York, was fallen in with about 100 miles from the latter port, by schr. Marianne, from New-York, which took off her crew and carried them to Kingston, Ja.

SCHR. ORELIA, at Santa Cruz from San Francisco, was reported to have gone ashore, bilged, and filled with water.

THE WHOLE number of clearances, in the United States, for East India and Pacific ports, during the year 1851, was 169—an increase of 16 over the year 1850. Of this number, 96 were from Boston, 34 from New-York, 12 from Baltimore, and 16 from Salem.

SCHR. OREGON, Godfrey, from Plymouth, N. C., bound to New-York, put into Hampton Roads, 9th inst. On the 26th ult. Theophilus Carson, of Cape May, was knocked overboard by the fore-boom and drowned.

SCHR. SALLY MILLER, Lee, from Plymouth, N. C., bound to New-York, put into Hampton Roads 9th inst., leaky.

BARK ALABAMA, Myers, which sailed for Rotterdam, returned to Baltimore 10th inst., having been ashore, as before reported, off Hawkins' Point. She was lightened of a portion of her cargo by the schr. Rosamond, which had been sent to her assistance. The only damage sustained was the loss of some of her copper.

CAPE MAY, N. J. Jan. 11, 5 P. M.—The bark Rhein lies in an easy position, and her cargo is being discharged with great rapidity, and scattered along the beach whence it will be collected together in good season. The steam-pump is at work, and should the weather prove favorable, the vessel will, no doubt be got off. A herm. brig from Philadelphia, coal laden, is aground on Hereford Bar, and I fear both vessel and cargo will prove a total loss. Wind strong from N. W.—weather clear, and extremely cold.

BR. STEAMSHIP SARAH SANDS.—A dispatch from Boston states that a letter from Rio Janeiro of the 27th November reports the steamship Sarah Sands ashore below that place. One report is that she will be lost, and another that she is discharging her coal, and will be got off. She was on her way from the Pacific (where she has been running for the past two years between Panama and San Francisco) for England via New-York.

To Mariners.

Mr. Balestier, the late U. S. Envoy to South eastern Asia, states the position of the Horseburgh Light-house, in the Straits of Singapore, at the entrance of the China Sea, which was to be lighted up on or about the 1st of January, 1852, to be in lat. 1 20 N., lon. 104 25 E. of Greenwich, bearing from Singapore 33 geographical miles, and 8 miles from the nearest headland. The light will be revolving—period not yet determined upon—and it will be seen at the distance of 16 geographical miles.

The Gloucester Telegraph states that the monument placed on Ten Pound Island last season was upset by drifts of ice last week, and considers it was too slight to withstand the pressure of ice coming from Gloucester harbor at times.

The Bridgeport (Conn.) *Standard* says that the new Beacon Light, on the outer bar of that harbor, will be a great accommodation to mariners. A red light is shown, and it is easy to distinguish it from other lights in that region.

Whalers.

At Honolulu, Oct. 18, Ann, Steen, S. H. The Ann entered the Arctic Sea, June 24, and came out Sept. 1, encountering ice and gales of wind most of the time; took 300 bbls. oil; was to cruise about the Carolina Islands for sperm; recruit till the spring at Hong Kong, and from thence to the Arctic Ocean in time for next season.

At do. 24th, Concordia, S. H. Shipped home 73 bbls. sp., oil by ship Fanny, of Nant; had put in a new mainmast, and was to leave Oct. 26, to cruise for sp., and then on to New-Zealand, where she would cruise until April 1; and thence across to Chili, expecting to recruit at Talcahuana about Aug. 1.

Arr. at Lahaina Nov. 7, Falcon, Smith, New-Bedford, from Ochotsk Sea, 25 months, 45 sp., 2,400 wh., 13,000 lbs bone; 8th, Octavia, Slocum, New-Bedford, from Arctic, 14 mos., 170 sp., 2,100 wh., 25,000 lbs. bone; Jefferson, Huntting, S. H., from do., 11 mos., 1,500 wh., 20,000 lbs. bone.

Cld. at do. Oct. 30, all to cruise, Washington, Hose, S. H.; Philip de la Noye, Morse, F. H.; 31st, Gen. Pike, Baker, N. L.; Coral, Sherman, New-Bedford; Anadir, Swift, New-Bedford; Nov. 1, Columbia, Cash, Nant; Stephania, Terry, New-Bedford; 6th, Levi Starbuck, Ellison, New-Bedford; Benj. Rush, Swan, Warren; Franklin, Lamb, N. B.; Monongahela, Seabury, N. B.; 8th, Abram Barker, Norton, N. B.; 11th, Omega, Fisher, F. H.; Alexander, Long, Honolulu; Bowditch, Waldron, of Warren, for do.

Arr. at Hilo, Nov. 1, Phenix, Brewster, N. L., 35 wh.

A letter from Capt. Lawrence, of ship Addison, of New-Bedford, reports her at Valparaiso, Nov. 24, with 1,400 bbls sp. oil, bound on a cruise, and expected to be at home in June next.

Spoken—Nov. 21, lat. 18 N., lon. 21 W., Robert Morrison, of and from New-Bedford for North Pacific.

Dec. 18, lat. 4, lon. 29, Geo. Washington, N. B., bound on a cruise.

Nov. 23, lat. 21 49 S., lon. 35 12 W., Neva, from Greenport for North Pacific.

Oct. 23, lat. 26 S., lon. 40, (by the Manto, at this port,) Napoleon, of and from New-Bedford, clean.

Spoken, &c.

Dec. 23, lat. 24 42, lon. 70 26, ship Robert Harding, from New-Orleans 6 days, for Havre.

Jan. 9, lat. 36 10, lon. 72 52, schr. King Philip, from St. Domingo for Boston, leaking 400 strokes an hour.

Jan. 11, off Point Judith, brig Pearl, fm Boston for New-London.

Oct. 27, lat. 2, lon. 107, was seen ship Lantas, of Boston, from Shanghae for New-York.

Nov. 24, off Beachy Head, ship Alkmaar, Barry, from Rotterdam for New-York.

Dec. 5, lat. 46 lon. 19, ship "Oxford," from Havre for New-Orleans, was passed same day a large Am. ship, standing —, with a full poop painted white, and showing a white flag with a black anchor in it.

No date, lat. 36, lon. 70 30, bark Wm. Henry, of Warren, R. I., heading south west.

Nov. 1, lat. 19 49 N., lon. 24 03 W., clipper ship Golden Gate, Freeman, from New-York, (Oct. 14) for San Francisco—(by the Grey Eagle, Whipple, from Philadelphia via Richmond, at Rio de Janeiro, Nov. 12, and remained in co. 7 days).

Financial.

RAILROAD MORTGAGE BONDS.—The undersigned offer for sale:—

$25,000 Seven Per Cent. Mortgage Bonds of the Buffalo and State Line Railroad Company—fifteen years to run—Coupons attached—payable 1st April and October.

$30,000 Seven Per Cent. Mortgage Bonds of the New-Haven and New-London Railroad—fifteen years to run—Coupons attached—payable 16th March and September.

$10,000 Seven Per Cent. Mortgage Bonds of the New-Haven and Northampton Company, (Canal Railroad)—eighteen years to run—Coupons—payable 10th January and July.

$20,000 Seven Per Cent. Mortgage Bonds of the Northern Indiana Railroad Company—ten years to run—Coupons—payable 1st February and August.

These Bonds are all secured by first mortgages on the respective Roads, and the interest and principal are payable in New-York. WARD & CO., No. 54 Wall-st. j15 tf

BONDS FOR SALE.—First Mortgage Bonds of the MILWAUKEE and MISSISSIPPI RAILROAD COMPANY, at par, bearing 10 per cent. Annual Interest, payable semi-annually in New-York, and running ten years from July 1, 1851.—Jan. 2, 1852. DELANO, DUNLEVY & CO., No. 39 Wall-st. j5 1w*

PHENIX BANK, NEW YORK, Dec. 31, 1851. DIVIDEND.—The Directors of this Bank have this day declared a Dividend of four per cent. (4 per cent.) out of the net profits of the last six months; payable to the Stockholders on and after the 2d January, 1852. By order of the Board. P. M. BRYSON, Cashier. j1 2w

NEW-YORK and ERIE RAILROAD COMPANY.—The Directors of the New-York and Erie Railroad Company have declared a dividend of four (4) per cent. on the Capital Stock of the Company, out of the net earnings of the six months ending December 31, payable on the 12th day of January next, at the Company's office, 13 West-st., between Reade and Duane. The transfer books will be closed from the 27th inst. till the 12th day of January next. By order of the Board of Directors, NATHANIEL MARSH, Secretary. New-York, Dec. 19, 1851. j8 1w

OCEAN BANK of the CITY of NEW-YORK.—The Directors have declared a Dividend of four per cent. for the last six months, payable to the stockholders on or after the 13th inst. The transfer books will be closed until that day. J. S. GIBBONS, Cashier. j3 2w*

QUARTERLY REPORT.—Statement showing the true condition of the GROCERS' BANK of the City of New-York, an Associated Bank, on the morning of Saturday, the twentieth day of December, 1851.

RESOURCES.

1. Loans and Discounts, except to Directors and Brokers	$297,751 17
All sums due from Brokers	16,356 09
5. Real Estate	22,351 56
7, 8. Stocks, $107,222 17; and Promissory Notes other than for Loans and Discounts	107,953 17
9. Loss and Expense Account	1,371 12
11. Specie	41,162 95
12. Cash Items, viz: Checks on City Banks	29,367 69
13. Bills on Solvent Banks on hand	6,041 08
16. Due from Banks, viz: From Solvent Banks on demand	29,738 46
Total	$581,319 15

LIABILITIES.

1. Capital		$300,000 00
2. Profits		4,917 00
Registered Bank Notes received from the Controller and not returned	$104,000	
Less Registered Notes on hand	29,934	
		70,066 00
4. Due Depositors on Demand		172,706 31
5. Due Banks on Demand		13,643 24
Total		$581,319 15

County of New-York, ss.—CHARLES DENISON, President, and SAMUEL B. WHITE, Cashier of said Bank, being duly sworn, severally depose and say, that they are the President and Cashier as aforesaid, and that the foregoing is, in all respects, a true statement of the condition of said Bank, before the transaction of any business, on the morning of the twentieth day of December, 1851, (being the day specified in the notice of the Superintendent of the Bank Department next preceding the date of this report, requiring the same,) according to the best of their knowledge and belief; that the said Bank is an Associated Bank, and is located in the City of New York, in the County of New-York, where it has a Banking House for the transaction of its business; and that from the 27th of Oct., 1851, up to the day of making this report, the business thereof was transacted at such location.

Subscribed and sworn by both deponents, this 13th day of Jan., 1852, before me, John Hegeman, Com. of Deeds. (Copy.) CHAS. DENISON, President. SAML. B. WHITE, Cashier. j14 1t

TO CONTRACTORS.—THE CHESTER VALLEY RAILROAD COMPANY was incorporated by the State of Pennsylvania on the 19th of February, 1849, for the purpose of completing the road running from Norristown to Downingtown, a distance of about twenty one miles. This road was commenced some years since, under the charter of the Norristown and Valley Railroad Company, and upward of $200,000 were expended in its construction; but owing to causes unnecessary to be enumerated, the Company failed to complete the work within the time prescribed by law. On the application of the creditors of the Company, the Legislature authorized the consolidation of the outstanding indebtedness of the former Company into stock of the present Company, which has been effected, and eleven thousand three hundred shares, at fifty dollars per, issued therefor; and authorized also the creation and issue of 10,000 shares, as a preferred stock, to an amount, at the par value thereof, sufficient to complete the Road—which latter stock is entitled to a dividend at the rate of eight per cent. per annum from the time of payment, and before any dividend can be paid upon the consolidated stock.

Sealed Proposals will be received until the first day of April next, for the entire completion of said Railroad in conformity to a plan and specification which may be seen at the office of the President, at the Norristown Railroad Depot, at Ninth and Green sts., Philadelphia, and detailed information will be furnished by the Engineer, W. H. Wilson, Esq., near Downingtown. The contractors are to furnish all necessary materials, to deliver the Road to the Company complete and ready for use, and to receive a payment the said preferred stock, or a portion of the same, and the residue in cash—the work to be commenced as soon as the claims for land damages, now in course of adjustment, shall have been settled—and to be completed within nine months thereafter. The form of the certificate of stock, together with a specification of the work required to be done, and all other necessary information will be furnished to the President of the Company on application.

The position of this Road, forming as it will, a new connecting link at Downingtown with the Pennsylvania Central Railroad and its branches, and with the Reading, Germantown and Norristown roads, near Norristown, must render it one of the most profitable of Railroad investments. It is impossible that the Pennsylvania Central Railroad when completed to Pittsburgh, extended to St. Louis, and connected with other Western Railroads, can discharge by one outlet into Philadelphia, the accumulated trade of the West. Commencing at Pittsburgh, the pressure on the Central Road must be increased by the produce of every county through which it passes. When it is considered that even now the Columbia Road is frequently overburdened, the result is apparent. The use of the Chester Valley Road must become a physical necessity. Without these considerations, the produce, &c., intended for the northern portions of Philadelphia County, would find the latter road the cheapest route. Add to this that it passes through a rich and highly cultivated country, teeming with the best products of a luxurious soil; that the lime necessary for agricultural purposes is manufactured by coal obtained from the Schuylkill regions, and that the coal thus required and the lime thus manufactured, must be transported on this road; that the coal required for fuel in various parts of Delaware and Chester Counties, including Westchester, and at various points on the Columbia Road west of Downingtown must be conveyed in the same manner, and that the marble which exists here in great abundance, and which is to be productive must be delivered in large blocks, cannot be hauled in sufficient sizes in wagons, but may readily be conveyed by means of trucks on a railway. The completion of this road would also give rise to an increased number of iron, cotton and woolen manufactories, for which the Brandywine furnishes ample water power. The iron, including railroad iron, now being manufactured in the Schuylkill Valley, which is sent west via the Delaware River and Tidewater Canal, at great expense of freight, insurance, time, &c., would pass over its present road to Downingtown and thence to Columbia, Harrisburg, &c. The lumber used along the Schuylkill and adjacent country, which is chiefly brought down the Susquehanna and the Delaware and Schuylkill River, would pass through Columbia and Downingtown over this road and supply one of its largest items of tunnage. Nor is there any reason why, in the district of country lying between Downingtown and Norristown, dairy farms should not be cultivated to the same extent as along the New York and Erie Railroad, and their produce find its way to market over the present road.

All these various sources of income have been critically and carefully examined, and the result leaves no doubt that the profits of the road would suffice to pay a dividend of eight per cent. on the preferred stock, and an additional dividend of six per cent. on the consolidated stock. It is therefore believed that an ample opportunity is now presented to contractors for a profitable employment of their capital. WM. E. MORRIS, President. THOMAS H. TAYLOR, Secretary. Philadelphia, January 12, 1852. j14 lawtA1

IRVING SAVINGS INSTITUTION.—This institution, organized under an act of the Legislature of the State of New-York, will go into operation on Tuesday, the 23d day of December, 1851, at No. 83 Greenwich-st., between Chambers and Warren sts., and continue open daily. Hours for receiving deposits will be from 4 to 7 o'clock.

Six per cent interest will be allowed on all sums not exceeding $500. Interest will also be allowed on all sums deposited on or before the 10th day of January.

This institution secures to minors and to females, married or unmarried, the full and exclusive right to all moneys invested therein, in their names.

TRUSTEES.

CALEB S. WOODHULL, President. VANDERBILT L. BUXTON, 1st Vice-Pres't. WILLIAM M. FULLER, 2d Vice President.

J. Phillips Phenix, John Anderson, Charles Jenkins, Edgar H. Laing, Reuben R. Wood, George H. Bell, Henry B. Conklin, Henry L. Hurt, David Morrison, William Radford, E. Tilden Blodgett, Edmund Griffin, Abram Wakeman, Mason Thomson, William Flagg, Alex. H. Schultz, Thomas Carnly, Abraham Frazee, David B. Moses, Alex. McKenzie, Horatio N. Ferris, William S. Gregory, Warren Chapman, Rich'd. F. Carman, Henry J. Allen, John Romer. d15 lm

THE OHIO LIFE INSURANCE AND TRUST CO., CINCINNATI, January 5, 1852. THE BOARD of TRUSTEES have THIS DAY declared a dividend of FOUR PER CENT on the capital stock for the past six months, payable on demand at the office in Cincinnati, or on the 20th inst. at the agency in New-York. By order W. GREENE, Secretary. j13 1w

INTEREST ON CITY STOCKS.—The Interest on the Public Stocks of the City of New York due and payable February 1, 1852, will be paid on the 2d day of February, by SHEPPARD KNAPP, Esq., Chamberlain of the City, at the Mechanics' Bank, No. 33 Wall-st. The Transfer Books will be closed Wednesday, January 7, 1852, at 3 o'clock P. M.—Controller's Office, New-York, Dec. 31, 1851. JOS. R. TAYLOR, Controller. j1 tF2

RAILROAD BONDS.—Galena and Chicago Union Railroad 10 per cent. Bonds, payable half yearly in New-York. Milwaukee and Mississippi Railroad First Mortgage 10 per cent. Bonds, payable half yearly in New-York. For sale by STRACHAN & SCOTT, No. 51 William-st. j13 1m

TREASURER'S OFFICE, NORWICH AND WORCESTER RAILROAD CO., Dec. 1851. DIVIDEND.—A Dividend of two and one half per cent. on the Preferred Stock of this Company, has this day been declared, payable at the Transfer Agency, No. 29 William-st., New-York, on and after the 15th day of January next. The Transfer Books will be closed on the 6th, and reopened on the 17th of January next. [j3 2w*] G. L. PERKINS, Treasurer.

KNICKERBOCKER SAVINGS BANK, 8th-av., corner of 23d-st.—Open every MONDAY, THURSDAY and SATURDAY, from 4 to 8 P. M. This institution pays 6 per cent. interest on all deposits not exceeding $500. Interest will commence on all sums deposited on or before the 1st day of January, 1852. Interest will also be allowed from the date of deposit up to the 31st day of January, 1852, inclusive.

The charter of this institution secures to minors and to females, married or unmarried, the entire control of all moneys deposited in their names.

TRUSTEES.

Jas. Pollock, J. W. Howe, W. Defendorf, J. W. Savage, Anson Willis, J. McClelland, John Denham, H. B. Bolster, George Clark, John Waite, G. H. Williams, John Ives, M. D., Robert Rogers, Wm. Winslow, Wm. A. Wheeler, W. W. Campbell, Benj. C. Wandell, L. Hazeltine, Moses C. Edwards, L. Freeman, A. Rust, Geo. W. Varian, A. Gilbert, J. A. Van Riper. JAS. POLLOCK, President. ANSON WILLIS, Secretary. ELIJAH WARD, Counsel. d23 6m

NOTICE.—Manhattan Savings Institution, No. 643 Broadway.—This Institution will receive deposits until the 14th January, 1852, and allow interest on the same as if deposited on the first.—New-York, Dec. 31, 1851. AMBROSE C. KINGSLAND, Pres't. E. J. BROWN, 1st Vice-President. GILBERT LELAND, 2d Vice Pres't. j1 tt 14th

REMITTANCES to ENGLAND, IRELAND and SCOTLAND.—The undersigned, for the convenience of Emigrants, will draw Bills on Messrs. Prime, Brothers & Co., in sums of £1 sterling, and upward.

Passages from Liverpool and London by the Swallow Tail Lines, leaving Liverpool on the 6th and 21st of each month, and London on every alternate Thursday, can be secured on application to the undersigned, owners of the lines. GRINNELL, MINTURN & CO., No. 78 South-st., New-York. d29 lm

Fine Arts.

VALUABLE PAINTINGS, by Durand, Church, and other American and foreign artists, are furnished for copying, both in oil and water colors, at No. 1 first floor New-York University. j16 SaWtf

Lost.

GOLD BRACELET.—Lost, on Monday evening, the 12th inst., in West 16th st., or in Broadway and 8th-av. stage, or at the corner of Vesey st. and Broadway, a GOLD BRACELET, having on the clasp a ruby surrounded by pearls. The finder will be suitably rewarded on taking the same to C. S. LITTLE, Nos. 33 and 34 Fulton-st. j14 1t*

MEMORANDUM BOOK.—Lost, this morning, in going from Bond st., Brooklyn, across South Ferry, to Broad st., New-York, a MEMORANDUM BOOK, containing papers, marble paper cover, and tied up with red tape. The finder will be liberally rewarded by returning it to No. 262 Pacific st., Brooklyn, or No. 12 Broad-st., New-York. j14 1t*

Miscellaneous Advertisements.

TO LET, in SOUTH BROOKLYN—Two new and beautiful COTTAGES, with marble mantels, piazzas, fine yards, &c. Rent $450. They are near the stage route. Parts of houses to let in South Brooklyn, also rooms. Inquire of S. P. TOWNSEND, No. 82 Nassau st., or at DENNER & DOVEM'S, Hamilton-av. j14 1t*

DOORS! DOORS!—Sashes, Blinds, Sash-Doors, Glazed Sashes, &c. &c., made from the best kiln-dried lumber. The undersigned invites the special attention of builders and the trade generally to their extensive stock of the above articles, being the largest and most complete in the United States. Over New-Haven Freight Depot, Centre st. cor. Canal. JENKINS & PORTER. j14 12tMW&F*

BROOKLYN FEMALE ACADEMY, Joralemon st.—Misses and the Messrs. FRASER, who on their last evening were received by a numerous and most enthusiastic audience, will give their second grand MUSICAL and LITERARY EVENING in the above Hall, on THURSDAY, Jan. 15. A beautiful and varied selection of music will be given. Admission 50 cents. To commence at 8 o'clock. j14 1t*