BY THE PILOT LINE.

LETTER FROM NEW YORK.

[Correspondence of The Press.]

NEW YORK, Oct. 16, 1857—5.20 P. M.

The resolution of our city banks to receive N. Y. State money received at Albany at par, and all the city bills previously thrown out, will probably be followed by a similar resolution with regard to eastern money. This has tended to relieve the pressure and allay the excitement. Confidence seems to be returning and business recovering from its collapse; but the improvement is slow, and perhaps it is a healthy sign that it is so.

It is now almost certain that Governor King will not convene an extra session of the Legislature to relieve the banks from the consequences of their suspension, the courts having already pronounced a decision, that there is no room to enjoin the banks, except where "*the bank is already insolvent, or to prevent fraud or injustice.*" Now, if this be good law, (many doubt it,) there is no necessity to convene the Legislature to do what is done already. I very much fear the dictum of the Supreme Court judges will not be considered final, and that we shall have a series of expensive and harassing litigation.

It is not an unquestionable fact, as the judges would assume, that suspension is not insolvency. For the time being it is a failure to perform a specific promise, and amounts to insolvency *quoad* that promise. Neither can it be admitted, that though ultimately a bank can pay all it owes, its failure to do so on demand is not evidence of insolvency. There is no doubt that attempts will be made to try the question, and all the anxiety and annoyance that will grow out of this could have been avoided by specific and unmistakable legislation. It would be much better for the community were we to have known, positively, what we are about. First, how the restrictions and penalties of the banks can be removed; second, the nature of the currency to be valid in the interval, from now to a resumption of specie payments; and third, when that resumption shall take place. As it is, we have nothing to depend on but the caprice of the bankers, and all extra-judicial dictum of a few judges, with the almost certainty that that dictum will be disputed, and a long course of law proceeding entered on.

The demand for money is very active. A great deal of what is called "sugar paper" is maturing now, and great efforts are being made to meet it. Messrs. Frazier Brothers, in the sugar trade, failed yesterday, and doubtless we shall hear of many others. There is no rate for money. I have known six and seven per cent. a month asked and paid. The Hebrew note shavers are reaping a golden harvest. They are exacting the pound of flesh and drawing the blood too, though not "nominated in the bond." If they have the effect of the new plan of converting State money into a substitute for specie, by allowing the county banks to issue their notes, instead of being obliged to keep it in their vaults to avoid a run, will be of incalculable good in enabling the people to get their produce forward, and thus getting the means of liquidating all we owe abroad, enabling us to start afresh. Gold is not commanding a premium of more than ¼ to ½ per cent, and depositors who were scared and drew their balances in gold are returning with it to the banks, thinking it safer, and unwise to lose the interest. Since yesterday one bank alone has received $50,000 in this way. The rest will come back, for it is a positive fact that there is more gold in the country now than at any time before. When confidence returns, hoards will take it out of their stockings and holes in the wall, and the world will have the benefit.

Domestic Exchange is fast improving, and will be, doubtless, in a few days, regular and at reasonable rates. Foreign Exchange is irregular for Sterling—bankers rates from 109¾ to 109—the latter an extreme rate, asked, but not paid; the former the average price. Second-class signatures much lower. Francs 5.20 to 5.30.

The clearing-house settlement this morning was quite satisfactory, according to the new plan. The Metropolitan bank is the general depository for the currency used for making the exchanges, and a certificate is given of the value of $5,000, "currency" being substituted for specie.

Bowers & Beekman, a large dry goods house, ask an extension. It is hoped that they will get it. The golden rule, "do to your neighbors," &c., was never of greater value than now.

The city banks are issuing circulars like the following:

THE AMERICAN EXCHANGE BANK,
NEW YORK, October 14, 1857.

Dealers at this bank are hereby notified that on and after the 14th instant, the following regulations will be adopted by this bank, viz:

Deposits made in specie will be repaid in specie, if required.

Deposits made in bank notes or checks will be repaid in bank notes current in this city, or certified checks.

Collections made in this State for dealers will also be paid in bank notes or certified checks. Collections in other States will be paid in the currency received, or its equivalent.

Deposit and collection paper will not be received, except subject to the foregoing rules and conditions, until further notice R. S. OAKLEY, Cashier.

BANK OF NEW YORK, Oct. 16th, 1857.

At a meeting of the Board of Directors, held this day, it was unanimously resolved, that during the suspension of specie payments, this bank will receive deposits of specie, and hold the amount subject to the depositors' drafts in coin. JOHN OOTHOUT, President.

WM. S. MEYERS, Cashier.

The clearing-house settlement was as follows:

Clearings	$9,354,435 30
Balance in Coin	662,110 34

The Collector of this port, at the instance of the Secretary of the Treasury, has sent a large number of circulars, of which the following is a copy:

CUSTOM HOUSE, N. Y., Oct. 16.

SIR:—The Secretary of the Treasury wishes to obtain the opinion of importing and other merchants of intelligence and information, as to the effect which the present financial condition of the country will have upon importations from abroad.

The particular points to which his inquiries relate, are the probable amount of importations for the next twelve or eighteen months; the probable change in the price of the more important articles of import; and also, the probable amount of goods in warehouse that will be withdrawn for consumption during the residue of the current fiscal year, with any other information that may bear upon the subject, and aid him in preparation of the usual estimates for Congress.

Your views and opinions in relation to these matters are respectfully solicited.

Your obedient servant,
AUGUSTUS SCHELL, Collector.
CHAS. TOLTS.

The amount received for tolls on all the canals of the State, during the first week of October.....$52,181

In 1856	97,996
Deficiency	$45,805

The amount received during the first week of October, and to October 8th in the following years, was:

	First week in Oct.	To Oct. 8.
1857	$52,181	$1,640,098
1856	97,988	1,905,104
1855	115,267	2,024,320
1854	99,686	2,100,431
1853	110,457	2,341,548
1852	112,949	2,208,966
1851	122,764	2,611,295

The improvement in the stock market continues. The feeling is decidedly, and better generally than it has been for a week past, the advance of all *good* securities is a very encouraging sign. The sales have been very large, and the far larger portion for cash. State stocks are advancing steadily, and some of the best New York bonds are returning to favor. Bank stocks are rising slightly. The average advance is about 2¼ per cent. on yesterday's prices. A comparison of the annexed collection will show you the individual improvement. The market closed firm and buoyant.

NEW YORK STOCK EXCHANGE SALES

October 16, 1857.

FIRST BOARD.					
NY 5s 6's'72	5000	103¾	Panama RR	375	70
NY 5s 0's'76	5000	104	do	100	130 71¼
NY 5s ¼'61	2000	95	Del & H C Co	5	90
NY 5s 5's'58	3500	96	do	20	92
do	27500	96½	do	300	96½
NY 5s 6's'72	7000	103¾	do	5	97
Ohio 5s 6's'60	2000	90	do	200	98
Virginia 6's 1105	1000	68	do	25	s3 95
Missouri 8s 6's	6000	68	Pack M S Co	20	69
do	25000	c 67			
do	7000	s3 67¼	Stocks Not Paying Divds.		
Cal 8s 7's '70	1000	85	Cle & PittsRR	160	12
do	500	60	do	100	12¼
Cal 8s 7s '75	5000	s60 54	Cle & Tol RR	625	27
NY Cen 8s 7's	1000	83	do	100	b3 28
Erie 3bds '75	2000	28	do	900	c 28
do	500	27	do	400	s10 28
Erie Conv 7s	3000	25	do	100	b60 30
do	1000	27	Mil & Miss R	60	20
Erie 2d m b'88	4000	50¼	Chi & Rkl RR	50	b60 72
Hud R 1st m	1000	11	do	200	70
do	2000	12	do	25	70¼
do	1000	72¼	do	100	b10 71
do	1000	73	do	550	b60 73
do	2000	75	Erie RR	5	31¼
Har RR 1st m	2000	60	do	610	s3 31¼
Ill Cen RR 8s	2200	s3 80	do	50	b3 31½
T H & A 2d m	3000	35	do	30	c 31½
Chi & R I bds	1000	80	Harlem RR	500	9
Bank of N Y	10	65	Hud River R	395	14
Bank of Com	4	72	do	45	c 15
Am Ex Bank	50	75	Ill Cen R	210	40
do	6	75¼	do	40	80¼
			La Cr & Mil R	200	7
STOCK PAYING DIVIDENDS.			Mich S & N I R	250	11¼
Gal & Chi R	114	s3 68	M S & N I pf	s10	27
do	50	b3 69	do	25	28
N Hav & Hfd	1	103	Canton Co	100	s1 14¼
N Y Cen R	373	c 66	do	300	14
do	100	b30 68¼	do	250	14½
do	265	68	Cum Cl Co	200	7¼
do	50	c 68¾	do	120	7¾
do	50	c 69¼			
do	40	s3 69¾	TOTAL OF PAR VALUE.		
do	300	b5 69¾			
do	25	69¾	Cash,		$608,750
Reading R	150	36½	Time,		350,700
do	100	s18 36			
do	100	s10 35¾			$959,450
do	100	36¼			

ASHES.—The demand for both kinds is limited, but holders are firm; sales of Pots at $6.37½@$6.50, and Pearls at $5.75.

COTTON.—A better feeling prevails, and more doing; 2,000 bags have sold since noon yesterday at 10 3-16@11¼c.

COTTON.—Very little is doing, the stock being trivial. The small sales making are at irregular prices. We omit quotations as nominal.

FISH.—The dullness previously noticed continues, although holders are less disposed to make any further reduction in prices.

FLOUR, &c.—The inquiry for Western Canal Flour is quite active, mainly for the home trade and the East, and prices are 5@10c better—close the market is dull and heavy, the current bids figure restricting the demand for shipment entirely. The sales are 6,100 bbls at $4.75@$4.90 for superfine Indiana and Michigan; $4.95@$5.00 for common to good State; $5@$5.20 for extra do; $5.20@$5.75 for common to good extra Ohio; $5.50@$7.25 for St. Louis, and $5.75@$7.85 for extra Genesee.

Canadian Flour is rather better; the inquiry is fair for the home trade. Sales of 400 bbls extra brands at $5.25@$5.75—the latter rate for family brands.

Southern flour is in limited request, but prices are without important change. Sales of 700 bbls at $5.60@$5.80 for common to good brands, Baltimore, &c., and $5.75@7.25 for the better grades. Rye flour is quiet at $3.50@$4.75. Corn meal is lower; small sales of Jersey at $3.25.

GRAIN.—The wheat market is again better, say 2@3c per bu; the supply is limited; the demand fair, in part for export, checked only by the difficulty in passing exchange.

The sales are 34,000 bu at $1.22½@$1.27 for red southern; $1.25@$1.40 for white do; 95c@$1.18 for damaged do; $1.25@$1.30 for white Canadian; $1.19 for white Indiana; $1.15@$1.18 for red do; and $1.17 for red Ohio.

Rye is again better, the demand is fair—sales of 1000 bushels Northern at 75@80c. Oats are lower, and are rather more plenty—sales of State and Western at 50@55c.

Corn is better, and in demand for the East and city trade. The stock is very limited; sales of 11,000 bushels at 73 for Western mixed, and 75 for Southern yellow.

HAY.—A fair demand for shipping, and the stock is reduced; sales of 400 bales at 60c@70c & $ 100 lbs.

HIDES.—There is some little disposition to buy shown by exporters. We hear of a sale of 1,500 dry Buenos Ayres at 25c cash, in bond.

HOPS are quite at 6@10c for common to choice Eastern and Western.

IRON.—The market for all kinds continues extremely languid, and in the absence of important transactions prices are almost nominal.

LEATHER.—Hemlock and Oak are both dull and heavy.

LIME.—Common Rockland sells freely at 62c.

MOLASSES.—Very little has been done, and prices continue irregular and nominal.

NAVAL STORES.—The market both for Spirits Turpentine and common Rosin partakes of a better feeling under the influence of the foreign news, but the advance in freights checked business materially. In Spirits Turpentine we notice further sales of 400 bbls in shipping order; at 37 cents cash. Crude is languid, and in the absence of transactions it is futile to give the views of dealers, as they are quite vague. Common Rosin is held with more firmness, but buyers do not respond to the advance. In medium fine Rosins we notice sales of 350 bbls at $3.12½@$3.20 for 230 lbs, mostly the inside rate. Tar and Pitch remain quiet, but prices are unchanged.

OILS.—All kinds continue languid, and in the absence of important sales previous quotations must be regarded as nominal.

PROVISIONS.—The demand for pork is fair, the arrivals light. Sales of 150 bbls at $22 50 for mess, and small lots $23, and $17.50@$17 75 for prime.

Beef is unchanged, the inquiry is limited; the sales are 80 bbls at $13 50@$14 50 for repacked mess, and $15@$16 for extra do. Beef hams are steady, small sales at $19@$19.25.

Bacon is heavy; sales of western smoked at 13c@13½c. English cured is heavy; sales of 200 boxes on private terms. Cheese is quiet and nominal.

Lard is quiet, demand at 13@13½c—the latter price for choice—the letter source—the arrivals light. Butter is in fair demand at 12@16c for Ohio, and 15@20c for State. Cheese is saleable at 6@8½c.

RICE.—Is heavy and dull; sales at 3@4 cts, as to quality.

SUGARS.—The market is better, prices now being at the standard rates of a week ago, before the sacrificing rates of the few days past were submitted to in order to realize cash. The sales this morning reach 900 hhds, at 6¼@7½c, cash and 4 mos.

TEAS—Are quiet and nominal.

WHISKEY.—The market is firm—sales of 120 bbls at 20½c.

THE MONEY MARKET.

PHILADELPHIA, October 16, 1857.

The Money Market is working easier under the influence of the discounting recommenced by the banks, and matters and things at the Stock Board wore a generally brighter aspect.

The feeling among all classes is healthy and more animated than the most sanguine might have expected, and a universal desire manifests itself to clear away the wrecks that the storm has caused, and refit, at once, for the future prosecution of business.

There is now no bank party. This, after the experiences of other seasons of distress, is not the least singular of the phenomena attending the present revulsion. Neither do men cry "down with the banks." They feel that a resort to violence will benefit no one, and may add to the general suffering. They wait to see what the banks can do in the way of affording relief. Regarding them as a class as the authors of the calamity, they hope that such of them as are in our midst may be able to mitigate the evils they have altogether induced. They anxiously await their action upon the question of accepting the relief bill. We trust it may not long be postponed.

Meanwhile, the masses in the large cities feel a natural antipathy to them. Those who are brought by their business into daily transactions with them do not participate in this sentiment, but they have another which is worse. They speak with undisguised bitterness of the course that has been pursued. They point to the reckless expansions of the summer, and to the continued and remorseless contractions of the past nine weeks. Hundreds of them feel their honor tarnished, they look upon their broken business connections, they see the results of their life-long labors scattered in an hour, and they realize with heavy hearts the dreary task before them of commencing the world anew. Their neighbors and connections sympathize with them, and join them in denouncing the illiberal and destructive course the banks have pursued. Littleness, selfishness, and narrow-mindedness have prevailed among the bank officers so long as to have shut out from them nearly all the sympathy of the mercantile community, and now when the tide has turned, and we can all confidently look forward to better things, we trust that these institutions generally, and especially those in our own city, will isuke a united, earnest, and determined effort to win back, by wise and uniform good management, the confidence of those who have thus been alienated. We never needed more to work all together for the benefit of Philadelphia interests. The merchants will do their part; the public press stands always forward; let not the banking institutions alone be recreant. It is in their power, very materially, to aid in restoring the usual tone and temper of our merchants and capitalists. Some of them have already commenced the good work; a few yet hang back, but we cannot bring ourselves to believe that they will long remain in a position alike antagonistic to the welfare of the community and their own interests.

The following extract from the Boston *Post* of yesterday, will be read with interest:

"There can be but one opinion as to the evil character of a currency, or of a paper issue, not convertible into specie; or that it is an evil to be tolerated not a moment longer than unavoidable necessity requires. On our boards of bank directors are gentlemen as clear-headed, as sound on currency, as sensitive to mercantile honor as there are in the country; and men of this stamp, we are confident, will feel that the responsibility that is upon them, so far from being lightened, is immeasurably increased by the deplorable state of suspension which a radically vicious credit system has again brought upon the community. It is an anomaly, that a people blessed with every natural resource—rich beyond compare in all the elements of national wealth—with no natural calamity pressing them down—with those elements of trade THE CHORD, just harrested, valued at TWO THOUSAND MILLIONS of dollars—should thus have come over them the general blight of naked dishonor and the admitted curse of a depreciated circulating medium. Yet so it is! A radically erroneous CREDIT SYSTEM has been the giant destroyer; and not the human agents who had to deal with it!

"There can be but one opinion as to the pivot on which all bank management should now turn. The state of things is such with reference to our real currency—our constitutional and legal currency—gold and silver—and with the national treasury, that, as a people, there is no parallel between our condition now and what it was in 1837. The national treasury is full of specie; and specie to the amount of two hundred and twenty millions is somewhere in the country. Specie has begun also to be shipped from Europe, and will flow in from California. *Here it is sound currency;* and it is the firm duty now devolving on the bank direction to make their whole action turn on producing a resumption of specie payments, and make their issues convertible into this currency.

"Let us not be misunderstood. It is no time to suspend the common bank operations; no time to stop discounts. The banks and the merchants are linked together in one common interest; and the same mercantile community that resolved to sustain the banks in enforcing of a suspension, will assuredly encourage with the banks in every wise measure calculated to bring about a resumption."

The *Courier and Enquirer* says of financial prospects in New York:

"Gradually the financial storm is subsiding, and the people are accommodating themselves to the new state of things. Yesterday the brokers were buying gold at 4 per cent, and selling at 6 to 8; but to-day there is a sudden decline in the value, and large operations have been made at 1 to 2 per cent. Indeed some of the brokers were so fully supplied that they refused to purchase more. Hitherto, in times of suspension, gold was wanted to pay foreign debts, and it was so scarce in 1837-8 that a premium of 4 to 5 per cent, was the standard price. Now, although largely in debt to Europe, there is a strong probability that this debt will be liquidated (not as in 1837, by bankruptcy) by heavy exports of wheat and flour. The twenty-five millions bushels of grain stored in Illinois are worth twenty-five millions of dollars in gold, and will produce, at least, this sum abroad. The whole crop of wheat of 1857 is estimated at one hundred and eighty to two hundred millions bushels. The average consumption by each white person is estimated at five bushels annually, or about one hundred and thirty million bushels, leaving a surplus of fifty millions for export. This is itself will be worth, in round numbers, twenty-two millions of dollars. A very large export of gold from Western Europe, in payment of grain, is not to be desired. It would jeopard (in conjunction with other circumstances abroad) the solvency of the banks of England and France."

THE TRADE OF THE READING RAILROAD.—The following is the amount of Coal transported on the Philadelphia and Reading Railroad during the week ending Thursday, October 15, 1857:

	Tons.	Cwt.
From Port Carbon	6,910	00
" Pottsville	420	11
" Schuylkill Haven	11,103	10
" Auburn	138	00
" Port Clinton	4,404	10
Total for week	23,068	09
Previously this year	1,472,849	14
Total for year	1,495,918	03
To same time last year	1,309,545	01

SCHUYLKILL NAVIGATION COAL TRADE.—The following are the receipts of Coal for the week ending Thursday, October 16, 1857:

	Tons.	Cwt.
From Port Carbon	3,027	00
" Pottsville	1,139	10
" Schuylkill Haven	19,424	15
" Port Clinton	2,241	00
Total for week	30,832	05
Previously this year	958,202	05
Total	989,094	10
To same time last year	907,834	17

The *Bulletin* gives the following comparative statement of the Anthracite coal tonnage, from the Lehigh and Schuylkill regions, for the last week of the season:

LEHIGH.			SCHUYLKILL.		
1857	Week.	Season.	Week.	Season.	
Canal	21,238	736,763	30,832	989,094	
Railroad	6,986	360,303	22,098	1,495,948	
Total	28,273	1,097,056	53,930	2,485,042	
SAME TIME LAST YEAR.					
1856.	Week.	Season.	Week.	Season.	
Canal	37,891	958,895	30,062	907,834	
Railroad	3,957	720,840	49,009	1,309,545	
Total	41,848	1,679,735	79,731	2,717,399	

RECAPITULATION OF THE SEASON.

	1856.	1857.	
Lehigh Canal	958,895	736,763	Dec. 221,142
" Railroad	720,840	360,303	Inc. 249,463
Schuylkill Canal	907,834	989,094	Inc. 81,240
" Railroad	1,309,545	1,495,948	Dec. 313,597
Total	3,797,134	3,682,008	Dec. 215,036

Coal transported over the North Pennsylvania Railroad, 1857:

	Tons.	Cwt.		Tons.	Cwt.
January	226	15			
February	2049	12			
March	2117	10	First Quarter	4293	17
April	2170	18			
May	2672	09			
June	3451	12	Second Quarter	8274	19
July	3419	12			
August	3737	01			
September	7134	10	Third Quarter	14,291	12
Total				26,860	08

INSPECTIONS OF FLOUR and MEAL for the week ending October 15, 1857:

Barrels of Superfine	9,791
do Fine	1,000
do Middlings	78
do Rye	34
do Corn Meal	380
do Condemned	43
Total	10,466

STEPHEN MILLER, Inspector.

PHILADELPHIA STOCK EXCHANGE SALES,

October 16, 1857.

Reported by R. Manly, Jr., Stock Broker, No. 804 Walnut street.

FIRST BOARD.

100 City RR 6s	83	14 N Penna RR	8¾
100 City 6s	83	4 do	8¾
200 do s5wn. New	84	14 do	8¾
200 do s5wn. New	84	20 Penna RR	O&P. 33¾
20 Beav Mead RR	45	10 do	O&P. 33¾
6 do	45	10 do	O&P. 33¾
100 Reading RR	18	10 do	O&P. 33¾
100 do	s5. 18¼	10 do	O&P. 34
100 do	s5wn. 18	4 Norristown RR	61
50 do	s5. 18	12 do	61
10 N Penna RR	8¾	10 do	61
7 do	8¾	14 do	2 dys. 61

BETWEEN BOARDS.

25 Minehill RR	51¼	100 Reading R	cash. 17¾
10 Reading R	s5wn. 18		

SECOND BOARD.

1,000 N Penna RR 6s	46	4 Penna R	O&P. 34¼
1,000 Sch Nav 6s '72	65	10 Cam & Am R	248 85
100 City 6s	New. 93¾	5 do	85
4,000 do	New. 94	50 Long Island R	8¾
300 do	New. 94	16 Norristown R	61
800 Wilmington R 6s	30	15 do	61
20 Penna R	O&P. 34¼	14 do	61

CLOSING PRICES—STEADY.

	Bid.	Asked.		Bid.	Asked.
U S 6's, '58	110	—	Sc N 6s '82 pref	15½	14½
Philadel 6's	83¾	88½	Wmsp't & Elm R	—	—
" " RR	83¾	83½	do 1st mort 7's	—	—
" " New	93¾	94¾	do do 2dm	50	—
Pennsylv 5's	80½	82½	Long Island	8¾	9
Reading R	17½	17¾	Wiskahiccing	—	—
Penna RR	34½	35	Girard Bank	7¼	7¾
Morris Canl Con	38	38	Lehigh Zinc	¾	1
Schu N 6s 82	51	55	Union Canal	2¼	3¼
" stock	8	8¼	New Creek	¾	1

LATEST.

100 Reading R	s5. 17¾	50 Reading R	b5. 17¾
Reading closes bull at 17½@17¾.			

Importations.

[Reported for The Press.]

HILLSBORO—Schr Silvie E, Hathaway—130 tons plaster E A Souder & Co.,

PHILADELPHIA BOARD OF TRADE.

WM. C. KEEN,
A. J. BUCKNER,
ELLIS YARNALL, } COMMITTEE OF THE MONTH.

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship Joseph Jones, *Flowers*.....San Francisco, soon
Brig Oregon, (Br) Green.....Port au Prince, soon

Marine Intelligence.

PORT OF PHILADELPHIA, Oct. 17, 1857.

SUN RISES.....6 31—SUN SETS.....5 29
HIGH WATER.....1 11

ARRIVED.

Big Hesperus, Morgan, 16 days from Pictou, NS, with stone to W Hough.

Schr Silvie E, Hathaway, 8 days from Hillsboro, NB, with plaster to E A Souder & Co.

Schr Jesse Williamson, Winsmore, 4 days from Boston, in ballast to captain.

Schr Sarah Minge, Weaver, from New York.

Schr Expedition, Conner, 1 day from Smyrna, Del, with oats to Bewley, Wilson & Co.

City Ice Boat, Capt Jas R Kelly, 12 hours from Delaware Breakwater, having proceeded thereto on a trial trip, and performed admirably well Left an English brig, bound up.

CLEARED.

Steamship City of New York, Howes, Boston, Henry Winsor.

Brig Helen Mar, Churchill, Yarmouth, NS, T Wattson & Sons.

Schr Sarah Minge, Weaver, New York, Bancroft, Lewis & Co.

Schr Courier, Loring, Boston, D Pearson & Co.

Sloop Mary Warner, Stokes, Wilmington, Del, captain.

Str R Willing, Claypoole, Baltimore, A Groves, Sr.

[BY TELEGRAPH.]

Correspondence of the Philadelphia Exchange.

CAPE ISLAND, Oct. 15, 9 45 P M.

The steam tug America, with schr Geo Darby in tow, for New York, is now going out The fleet detained at this place for several days by stress of weather, left this morning for sea.

Yours, &c., THOS. B. HUGHES.

CAPE ISLAND, NJ, Oct 16, 10 A M.

The brig Malvern, for Kingston, Ja, came down this morning, and is now at the Breakwater. Wind NW—weather cloudy. THOS. B. HUGHES.

Oct 16, 4 45 P M—The ship John Patten, for Savannah, went to sea this afternoon. There are no vessels in sight inward bound. A strong gale from the westward prevails at this time. T. B. H.

[BY TELEGRAPH.]

(Correspondence of The Press.)

NEW YORK, Oct. 16, 5 P M.

North-easterly winds still prevail, and detain a large fleet at the Breakwater, among which are brigs Sarah Elizabeth, Alnwickah, May Hodgdon, and schr Blanco.

Yours, &c., WM. M. HICKMAN.

Correspondence of The Press.

HAVRE DE GRACE, Oct. 16

Four boats left here this morning, laden and consigned as follows:

Lewis Herford, corn, flour, &c, to P Fitzpatrick; E Marion, whiskey, leather, sumac, &c, to Nesbit & Garrettson; T J Tingle, bar iron to Robt Valentine; G Tinsman, lumber to Norcross & Sheets.

MEMORANDA

Steamship Daniel Webster, Minor, from New Orleans and Charleston, passed the New York 12th inst.

Steamship City of Richmond, Mitchell, hence at Richmond 14th inst.

Steamship Columbia, Hawes, from Havana, via Key West, &c, at Charleston 13th inst.

Steamship New York, Craig, for Glasgow, cleared at New York yesterday.

Steamship Isabel, Rollins, for Charleston, cleared at New York yesterday.

Steamship State of Georgia, Garvin, hence at Savannah 13th inst.

Ship Hippograffe, Sears, from Callao, in Hampton Roads 15th inst.

Ship Elizabeth, Mason, for Londonderry, cleared at St John, NB, 5th inst.

Ship Fair Wind, Stout, from Boston via Rio, arrived at San Francisco 8th ult.

Ship Flying Dutchman, Hubbard, from New York, arrived at San Francisco 10th ult.

Ship Flora Temple, Cole, from New York, arrived at San Francisco 14th ult.

Ship Hound, Stevens, for Honolulu, sailed from San Francisco 16th ult.

Ship Daring, Simonson, for Hong Kong, sailed from San Francisco 16th ult.

Ship Panama, Cave, for Shanghae; Mary Whitridge, Chesebrough, for Hong Kong; Belle of the Sea, Lewis, for Calcutta, sailed from San Francisco 16th ult.

Ship Charmer, Lucas, for Calcutta, sailed from San Francisco 10th ult.

Ship Mohongo, McDavitt, from St John, NB, at Londonderry 20th ult.

Ship Lowell, Knowles, from Batavia, arrived at Boston 16th inst.

Ship Saranak, Rowland, from Liverpool, 10th ult. for Philadelphia, was spoken on the 20th, lat —, long 8 33 W.

Ship May, Bridge, from Boston, arrived at San Francisco Sept 11.

Ship Isidore, Jackson, from Boston, arrived at San Francisco 11th ult.

Ship Golconda, Leverett, from Liverpool for Calcutta, was spoken Aug 25, lat 10 20, long 24 05.

Ship Stornaway, from Hong Kong, at Foo Chow July 21, and remained 31st.

Ship Star Hound, Peters, from Hong Kong, for Foo Chow July 21, and remained 31st.

Barque Peri, Thestrup, from Portland, arrived at Havana 30th ult.

Barque Early Bird, Cook, from Newcastle August 10, unc.

Barque E K Kane, Howitt, sailed from Cardenas 6th inst, for Philadelphia.

Barque Mary C Porter, Porter, at St Jago de Cuba 25th ult. from Portland.

Barque Wm H Brown, Gavet, from Rio de Janeiro, at Baltimore 15th inst.

Brig Mary E Milliken, Norden, sailed from Havana 24 inst. for Philadelphia.

Brig Emun Riger, Kelly, for Philadelphia, sailed from Havana 31 inst.

Brig T B Wattson, Darnaby, from Puerto Cabello, 22d ult, arrived at New York yesterday.

Schr George Amos, Treat, from Havana for Boston, was at Key West 24 inst.

Schr Sarah, Benson, hence, arrived at New Bedford 14th inst.

Schr Jas Lawrence, Baldwin, for Philadelphia, cleared at Wilmington, NC, 15th inst.

Schr War Stood, Smith, hence at Salem 14th inst.

Schr C H Rogers, Small, cleared at New York yesterday for Salem.

Schr W C Mershon, Mershon, hence for New Orleans, passed Key West 3d inst.

Schr Village Gem, Phinney, from Wilmington, NC, 2d inst. for Philadelphia, put back to Smithville 13th inst. with deck load shifted and two men sick, having experienced heavy weather for several days.

Schr Reporter, Berry, hence at Portland 15th inst.

Schr Jos G Collyer, (s) Chapin, hence at Hartford 14th inst.

Schr M R Carlisle, Winsmore, sailed from Providence 13th inst. for Philadelphia.

Schr Flight, Huntley, for Philadelphia, via Egg Harbor, cleared from Providence 14th inst.

Schr E O Dennison, Southworth, hence at Hartford 13th inst.

SPOKEN.

Aug 13, lat 6 N, long 29 W, ship Zingari, Swift, from New York, July 6, for Calcutta.

Aug 31, lat 32 03 N, long 31 W, was seen an American steamer steering ESE, barque rigged, and her mizen mast standing well aft; name not made out.

Sept 20, lat 60, long 12, ship Pacific, Gadd, from Cardiff for New York.

Sept 22, lat 42 34, long 18 30, ship Northland, Flitner, from Liverpool for New Orleans.

MARINE MISCELLANY.

A British barque or ship, from the Coast of Africa, with a cargo of palm oil, was reported by telegraph 16th inst. ashore on the south side of Nantucket Bar.

[The above vessel proves to be the American barque John Swasey, from the Coast of Africa for Salem Sire lies well up on the beach.]

Ship Nabob, Cole, previously reported ashore on the Prata Shoals, had been chartered in Calcutta to proceed from Hong Kong to Rangoon, and thence to the continent, at £4 2 6, and was no doubt on the way to R. when she got ashore.

Barque Lucerne, at Norfolk 14th inst. from Bathurst, Africa, with hides and pea nuts, bound to New York, makes the following report: Has been north of Hatteras since 21 inst, encountering heavy gales from NE, and was driven back to the Gulf three times. On the 3d Oct, while hove to in a gale, the topsail sheet skists were torn out, and four of the deck planks with them. Has vessel shipping large quantities of water, there being a very heavy sea on. On Sunday, the 11th, carried away the foretopsail yard, and being short handed and leaking badly, put into Hampton Roads. Oct 5, lat by dead reckoning 35 41 N, long 74 0 W, saw a barque steering SE by S, showing a blue flag and round ball. Oct 9, lat 37 N, sounding 21 fathoms, saw the bowsprit and head timbers of a sunken vessel. The American schr Gen Scott, Hatch, sailed from Bathurst for New York on the 25th Aug, and the barque Alex Mitchell, Lamonth, for Sierra Leone on the 24th. The barques Hermitage, Roberts, for Marseilles, and Reindeer, Alton, for New York, were at Bathurst Aug 28.

Brig T B Wattson, of Philadelphia, Darnaby, at New York yesterday from Puerto Cabello, reports. Experienced heavy weather on the coast from NE; was 14 days north of Hatteras; lost some sails. No date, lat 37 long 75, at daylight, passed the hull of a vessel with nothing standing but part of foremast. Same day passed several casks and a quantity of timber. 13th inst. off Barnegat, in 25 fathoms water, passed the keel of a mast sticking about 12 feet out of water, supposed to be attached to some sunken vessel.

NOTICE TO MARINERS.

Letter of the Superintendent to the Secretary of the Treasury, communicating the discovery of a ledge off Cape Small Point, Me, by Lieut Comd'r W G Temple, U S N, Assistant in the Coast Survey:

BANGOR, Me, Sept 16, 1857.

SIR—I have the honor to report for your information, that during the operations of the present season on the coast of this Maine, the hydrographic party under the charge of Lieut Comd'r W G Temple, U S N, Assistant in the Coast Survey, discovered a new ledge which does not appear on any chart yet published, and is unknown to any of the pilots or fishermen in the vicinity. It has a depth of thirty feet on it at mean low water, and lies WSW¾W (W by S by compass) from Seguin Lighthouse, distant 5½ nautical miles, in lat 43 41 N, long 69 39 W. I propose to call it Temple's Ledge, after the discoverer.

I would respectfully request authority to publish this communication in the usual form, as a notice to mariners. Very respectfully yours,

A. D. BACHE, Sup'd Coast Survey.

Hon. Howell Cobb, Secretary of the Treasury.

DOMESTIC PORTS.

San Francisco—Arr 6th ult, Fr ship Nil, Leduc, Marseilles via Rio Janeiro; Prussa barque Johann Martin, Rodman, fm Liverpool; Br brig Rapid, Symonds, Valparaiso 7th, Mex brig Cornelia, Bennett, Mazatlan; Hamburg schr Aug Kaufman, Wieland, Calcutta; 8th, barque Elk Frances, Blinn, 15 days from Seattle, Puget Sound; 10th, steamship Columbia, Lappidge, Columbia River.

12th—Ship Scotland, Burt, Liverpool, 137 ds; Prussa barque F Sadfeld, Berger, do; 14, steamship Golden Age, Windham, Panama; 15, Wallace ship Mayflower, Gardiner, Bay of Islands via Tahiti; also arr H B M ship Havana, Hardy, Panama; barque J B Mora, Bartlett, Punta Arenas, 67 ds.

12th—Ship Scotland, Burt, Liverpool, 137 ds; Prussa barque F Sadfeld, Berger, do; 14, steamship Golden Age, Windham, Panama; 15, Wallace ship Mayflower, Gardiner, Bay of Islands via Tahiti; also arr H B M ship Havana, Hardy, Panama; barque J B Mora, Bartlett, Punta Arenas, 67 ds.

10th—Fr ship Rene