THE MONEY MARKET.

THURSDAY, P.M. PHILADELPHIA, Jan. 21, 1858.

Dividend-paying stocks and the more reliable securities keep up in price, and are in fair demand at the stock board, but money stocks are greatly neglected. Bank stocks, particularly, show a steady improvement.

The money market is without change.

The advance in the price of cotton has a tendency to retard the renewed operations of the manufacturers, but they are pressing on with commendable determination, to the great benefit of many families who would otherwise feel the pinching of hunger and want.

The accounts from different portions of the country as to the hog crop are not very encouraging. In Missouri, hogs are dull, and the season nearly closed. A large number, however, have there been packed in the country. At Chicago the total receipts have been 112,648, and 41,064 have been shipped, leaving 70,984 live and dressed hogs on hand in that city. The receipts there are largely in excess of last season.

In Tennessee there is a considerable falling off in the number packed, the warm weather preventing great activity in the trade, while in the Wabash Valley the packing shows an increase as compared with last year. At Alton, Illinois, large numbers are reported to have arrived, while at Peoria and Canton the trade is dull and price low. In Kentucky, the slaughter progresses slowly, owing to the weather; prices for small lots ranging from $3.50 to $3.75 net.

On Saturday, at Cincinnati, a general advance was established in hogs and products, and there were more buyers than sellers, under the combined notion of favorable weather, light receipts, and a slightly increased demand for consumption, but on Monday the market fell off, and closed tame. The Cincinnati *Gazette* says: "Sales were made early in the day at from $4.75 to $5. This advance was so rapid that even those who paid the prices became alarmed, and sellers were anxious to realize at the improved figures. Indeed, there were offers for future delivery on 'Change, below the morning quotations, and late in the afternoon we heard of sales of heavy, clear pork hogs, deliverable next week, at $4.50. It is supposed that one effect of the upward movements of the past three days will be to increase the receipts. In fact, this was evident, from the numerous offers to sell for future delivery, coupled with the anxiety of drovers to close at figures below the extreme quotations of the day. The latter being an unusual occurrence, the inference was that a comparatively large number of hogs are still in the country."

The *Day Book* says of the New York banks: "The amount of specie is now over forty per cent. of the liabilities of the banks, including circulation, which is also secured to considerable extent by deposits in the Bank Department. It is difficult to see how these institutions can fail to reduce their annual dividends while carrying so large a portion of their assets as dead weights. The excess of loans over capital is but about thirty-four millions, while before the late crisis the excess of loans over capital was fifty to sixty millions."

The shipments of wool from Detroit in 1855 were 16,818 bales. Reckoning the bales at two hundred pounds each, a fair estimate, and we have a result of 3,363,600 pounds. A comparison for the two years shows:

1857	9,378,000 lbs.
1855	3,363,600 "
Increase in 1857	6,014,400 "

Or nearly three times the amount of the shipments of 1855.

These figures will be apt to occasion some surprise to those unacquainted with the extent of wool growing in the West.

The Cincinnati *Gazette* says that the recent combination among the Linseed Oil manufacturers to keep the price of that article at 55 cents, is about to explode.

The land sales of the Illinois Central Railroad Company for the year 1857 were 335,722 acres, for $4,598,211. Sold previously, 865,211 acres. Total since commencement, 1,200,933 acres; value, $15,311,440.40. The total receipts during the year 1857 were $2,292,413, against $2,434,876 in 1856. Cash applied to interest fund during 1857, $336,848. Total so applied, $1,118,521.

The Mad River and Lake Erie Railroad Company is about to change its name to that of the Sandusky, Dayton, and Cincinnati Railroad Company.

The earnings of the Pacific Railroad of Missouri for the month of December (distance 125 miles) were as follows:

Passengers	$24,722 90
Freights	18,467 55
Mails	1,302 08
Total	$44,492 53

PHILADELPHIA STOCK EXCHANGE SALES,

January 21, 1858.

REPORTED BY MARLEY, BROWN, & CO., BANK NOTE, STOCK AND EXCHANGE BROKERS, NORTHWEST CORNER THIRD AND CHESTNUT STREETS.

FIRST BOARD.

2:0 City 6s	91½	12 Mansfill B	59½		
2000 do	PRR.92	2 Penn R	40½		
500 do	new.97½	10 do	40½		
600 L Island 6s	68	100 Reading R	lots.28		
4000 Catawissa R 7s	40	10 do	28½		
2000 N Penn R 6s	52	14 Schuyl Nav	9		
1000 Ocean R 6s'61	71½	3 Bear Mtn R	55		
6000 Schuylkill 6s	110	2 Lehigh Nav	64½		
1000 Schuyl R 6s'72	75	100 N Penn R	9¾		
45 Norristown R	50½	150 Wilmington R	6¾		
1 Harrisburg R	55	50 Commonwth Bk	11		
8 do	54½				

BETWEEN BOARDS.

2000 City 6s	92	400 New Canals	¼
2000 Reading R 6s'86	68½		

SECOND BOARD.

1000 Schl N'vs 6s'82	b5.58	65 Penn R	40½
2000 do	72s.75	100 Schl Nav pfd	16½
2000 Penn R 6s2dmrt	79½	8 do	16½
2000 Ocean R 6s	45	5 Bank of Penn	2¾
2000 Alleg Co 6s	40½	10 do	2
2000 Harrisburg R 6s	84	35 Farm&Mech Bk	55
6 Schuylkill R	50½	3 Girard Bank	9¾
24 Norristown R	55½	100 do	9¾

AFTER BOARD.

600 City R 6s	2dys.91½	1000 City 6s	cash.91½
400 do	2dys.91½	2000 Del R mort 6s	67
2000 Penn 5s	O&P.88¾	2 Cam&Am R	90

CLOSING PRICES—STEADY.

	Bid.	Asked.		Bid.	Asked.
U States 6s '68	115½	116	So N 6s '82 pref	10½	10¾
Phila 6's int off	91½	92	Wmsp't & Elm R	10	10½
" " RR	91½	92	do 1stmort'74	60	
" " New	91½	92	do 2dmt	34	
Pennsylv 5's	88	89	Long Island	10½	10¾
Reading R	28	28½	Vicksburg	7½	8½
do Bonds	70.72½	74½	Girard Bank	9¾	9¾
do Mrt 6s '44	81	82	Lehigh Zinc	¾	1
Penn R	40	40½	Union Canal	2	3
Morris Canal Con	43½	43¾	New Creek	¾	1
Schu N 6s '82	57½	58½	Catawissa R	5	6½
" stock	9	9½			

BY THE PILOT LINE.

LETTER FROM NEW YORK.

[Correspondence of The Press.]

NEW YORK, Jan. 21—5.20 P. M.

With the best intentions in the world to inform the readers of *The Press* of the latest intelligence in the financial and commercial world, I cannot record anything particularly interesting or new to-day, for the same reason that the Spanish fleet could not be seen—"because it's not in sight." There is absolutely no change in money; that is, in the abundance of that useful commodity at the banks and in the street, or in the rates on which it may be borrowed.

The banks are as liberal as they dare to be. Mercantile paper, generally speaking, is still regarded with distrust by the great body of lenders; the gilt-edged paper continues to be exceedingly scarce, and from the slow revival of business, the making of new obligations is apparently shunned altogether. I say apparently, because the distrust of mercantile paper is abating; first-class paper is made in much larger quantities than it was a few weeks ago; business is reviving, slowly, but soundly and surely, and new obligations are made in proportion as business recovers from its torpor. The apparent dullness is occasioned by the abundance of means and the limited use made of them. Some weeks will probably elapse before the business demand begins to *show* its consumption of the vast stores of capital which the past months of almost total inactivity throughout the Union have accumulated in the great money centres, and though I should like to see a more rapid recovery, and a greater abatement of distrust of "new obligations," I should not consider any sudden jump from prostration to activity either wholesome or likely to be permanent. As I have already repeatedly observed, money is easier to all who really deserve to get it. The narrow limits of fearless borrowers, traced by the banks and private lenders a month or six weeks ago, have been very materially extended, and the pressure of the weight of dead capital will every day enlarge the circle, until something approaching to a normal state of things is restored. It is somewhat to be lamented that the desire for investment, or rather the impatience of money holders at "getting no returns," has sought a vent in the stock market in speculation rather than in the more legitimate branches of commerce and trade.

The distrust of railway stocks—good, bad, and indifferent—which marked the past period and brought them all down—the good and the indifferent—below their value, and the best to their proper place in public estimation—has diminished and is diminishing much faster than the want of confidence in commercial and industrial enterprises.

There are some railways whose stock is deserving of popular favor, and which will doubtless prove to be good investments; but there are many others which have no claim to any confidence, and in which it is more than hazardous to invest. The proper discrimination is not shown, and capital which, if employed in mercantile paper, would serve to revive trade, promote industry, add to the national wealth, and employ the poor, is now diverted from its legitimate channel, to foster speculation and encourage unsound schemes.

This is much to be lamented, but it appears to be the natural and unavoidable consequence of the glut of money, and the eagerness to make it profitable. Money on call is most easy, at 6 and even 5 per cent. The banks confine their operations to "short" paper at the uniform rate of 7 per cent. What they refuse is taken by the brokers, at 8 to 12 per cent for the best, and up to 18 and 24 per cent. for good second-class names. I see no indications of any material deviation from these prices.

The class of first-rate borrowers will extend as business and confidence revive, and they will obtain what they want at the above rates; but those who cannot qualify as "sound men," will continue to find it very difficult to get accommodation, and I do not think it desirable that it should be otherwise. The foreign exchange market has been very inactive to-day, at substantially the same rates quoted in my last.

Commercial signatures are not yet in much favor with remitters, and even bankers' bills, with the exception of a few favorite drawers, are not generally acceptable. It is not thought that there will be much doing before Monday for the Cunard steamer from Boston on Wednesday. The question of transferring the city funds from the Shoe and Leather Bank to some other institution is still in abeyance, and likely to remain so for some time, as Mayor Tiemann doubts whether the term of the present custodian, Mr. Stout, has yet expired. I do not believe that they could be in better hands.

The Metropolitan Bank will redeem the bills of the Rhode Island banks on the same terms as all other New England currency, after a day or two. The necessary arrangements are not yet complete. The exchanges at the clearing house to-day were $12,124,236.35, and the balances were $1,140,599.04. The cash transactions at the Sub Treasury were as follows:

Receipts	$50,700 22
Payments	46,872 64
Balance	$1,961,336 07

The receipts include $47,000 from Customs.

The banks are disinclined to receive any large amounts of the Treasury notes on deposit. $100,000 were received on these notes at the Sub-Treasury yesterday. Small amounts are selling in the street at 1 @ ¼ per cent discount. Creditors of the Government take them readily in payment of their claims.

The stock market to-day was quite lively, and large sales were effected. Prices were somewhat irregular. New York Central and Erie advanced ¾ per cent, and Reading one per cent. Chicago and Rock Island closed weak. Panama and Pacific Mail S. S. fell off ¾. Bank shares and State stocks advanced, and are sought after. Business at the Corn Exchange and in the provision market was not as active as yesterday.

In alluding to the markets, I must notice the article on the first page of yesterday's *Press*. It gave me and several others much amusement. I can share the writer's opinion as to how the jargon of market reports is likely to strike the general reader, but I fear that were I to adopt a different language, I should not be as comprehensible to those who do care whether "Ashes" are "steady," and "crude whale" (oil) "active."

NEW YORK STOCK EXCHANGE, JANUARY 21.

FIRST BOARD.

6000 N Y St 5s '65	100	100 Cumb Coal	b60	¼	
31000 do	100¼	350 do	s3	14	
5000 Ky State 6s	102	100 do	b10	14¼	
6000 Tenn 6s '90	87¼	315 do	s3	14¼	
10000 do	87¼	200 do	s10	14	
10000 do	b3 87¼	100 do	s30	14	
2000 Virginia 6s	93	50 do	s10	14¼	
8000 do	93¾	250 do	s3	14¾	
6000 Missouri 6s	84¼	50 do	s10	14	
20000 do	b60 84¼	100 do	b10	14¼	
4000 do	84¼	200 do	s60	14¾	
34000 do	84	250 do		14¾	
4000 Cal State 7s	72¼	258 do		14¾	
12900 Cal 7s	72	100 do	s30	14¾	
1000 Erie Railroad	55½	50 Erie Railroad		20¼	
1000 N Y Cen 6s	86¾	100 do		20¾	
1000 N Y Cen 8s '76	95	150 do	b30	20¾	
2000 Reis Sd Mt 6s	69¾	242 do		20¾	
2000 Hud R 3d Mtg	51	250 do	s10	20¾	
1000 Hud R Conv Bd	49	870 do		20¾	
6000 Mich Cen 8 pct int		140 Harlem R		9¾	
Mtg S'kg Fd Con	92	440 do		5¾	
4000 Ill Cen Bds	89¾	100 do		5¾	
8000 do	90	200 Reading R		50½	
6000 Ill Freeland	85	100 do	b3	50¾	
6000 La Cra & MLG	42¾	60 do		50¾	
2000 do	43	300 do	s30	50	
6000 do	42¾	50 Mich Cen R		54¼	
4000 do	42¾	100 Mich So R		19¾	
7000 do	42¾	5 do		20	
200 T Haute & Al 2d	40	150 Panama R		89¼	
2000 Galt & Ohi 2d Mt	70	205 Ills Cen R		81¾	
29 Bank N York	101¼	5 Cle Col & Cd xdiv		88	
150 do	101¼	5 Galt Chico		70	
45 Mechanics Bk	108	200 do	s60	70	
10 Merchants Bk	109¾	100 do	s3	71	
150 Mech Bk Scrip	104	33 do		70¾	
73 National Bk	104¾	550 Clev & Tol R		41¼	
15 do	105	100 do	b60	41¾	
20 Bk Commerce	99¾	100 do	s10	41¾	
10 do	99¾	900 do	b30	41¾	
50 do	100	100 do	s10	41¾	
10 Hanover Bk	80	10 Chi & R IR		66¾	
16 Metro Bank	102¼	100 do	b10	66¾	
100 Canton Co	s30 59¾	25 do		66¾	
100 Penn Coal Co	70	50 do		66	
25 do	70¼	50 do	b10	66	
5 Pac M SS Co	68	100 do	s10	66¾	
100 do	67¼	100 La Crosse & Mil		11¾	
50 Brunswick Land	2¾	200 do		11¾	
72 N York Gen R	78¾	75 do		11¾	
100 do	s10 78¾	225 do		11	
23 do	78¾				

THE MARKETS.

ASHES—The demand for pots continues moderate, at $5.25 for pots and $5.50 @ $5.62½ for pearls.

COFFEE—Rio is quiet and nominally unchanged. The sales comprise about 1,000 mats sold at 10c. The stock of Java is firm and nearly exhausted throughout the country.

COTTON—The market is quiet and less buoyant. The quotations are: Middling Uplands 10¾c., middling fair do. 11c., and fair at 11¼c.

FISH—The market for all kinds is very quiet, and sales confined to the absolute wants of the trade. Dry cod and mackerel, however, are very firmly held at full previous rates.

FLOUR, &c.—The inquiry for Western Canal Flour is less active, but prices are without essential change, although favoring the buyer for Western extras, particularly those from the northwest. The latter grades are without essential change and in fair request. There is a fair demand for Ohio extras (round hoop) at $4 @ $4.25, but this price is refused.

The sales are 6,000 barrels, at $4.25@$4.35 for common to good State; $4.45@$4.60 for extra brands do; $4.25@$4.38 for superfine Iowa and Michigan; $4.45@$5 for extra do; $4.50@$5 for common to good round hoop extra Ohio; $5@$5.40 for good to choice do; $5.30@$7 for extra Genesee and St. Louis brands.

Canadian flour is in better demand, in part for export, and prices are sustained—sales of 1,100 bbls at $4.30@ $4.40 for superfine, and $4.70@$5 for the better grades. Southern flour is dull and heavy; the arrivals are fair—sales of 500 bbls at $4.50@$5 for common to good Baltimore, and $5.10@$6.50 for the better grades. Rye flour is in fair request at $3@4. Corn meal is steady; sales of 70 bbls at $3 for Jersey. Buckwheat flour is dull at $2.12@$2.25.

GRAIN—Holders of wheat are firm, and prefer shipping on their own account rather than submit to any decline; the inquiry is mainly for milling, but in part for shipment. The sales are 4,100 bushels at $1.25@ $1.26 for White and Southern, and $1.20 for amber Tennessee.

Barley is heavy, and is freely offered; sales of 1,200 bushels fair State at 70c. Oats are in moderate demand and plenty at 43@44c for State and Western; 33@35c for Jersey.

Corn is held higher, and the low grades are better; the demand fair for shipment; sales of 30,000 bushels at 65@67c for new Southern yellow, 65c for do Jersey, and 70@70c for new Southern white.

MOLASSES—New Orleans is selling moderately at 25 @27c.—Foreign is quiet.

NAVAL STORES—Spirits turpentine is in less request and is hardly so buoyant; sales of 300 bbls in merchantable order have been made, at 40c, 15 days. Crude is quiet, but firmly held at $5.37½ @ 280 lbs. Common rosin remains quiet, but the stock is small and prices are well sustained—sales of 600 bbls at $1 25 @ 310 lbs. Rosin delivered—other qualities are inactive, but prices are nominally unchanged.

OILS—The demand for all kinds is quite limited, and in the absence of important sales prices are without essential alterations; small sales of Linseed to the usual trade at 54@56c.

PROVISIONS—The arrivals of Pork are larger and the market is lower and unsettled—sales of 1,200 bbls, in part for California, at $14.62@$14.70 for mess; $14 for ohio mess, and $11.50@$11.75 for prime.

Beef is steady, and in fair demand—the sales are 300 bbls at $5.75@$6.50 for country prime; $9@$10 for country mess; $9.75@$12 for prime mess; and $12.7.@$14 for extra do.

Prime mess is quiet at $17@$23. Beef hams are quiet but steady at $14.50@$15.50. Bacon is quiet at 7¼@9c; there is little here. A small lot long middles sold, to arrive, at 8c. Cut meats are heavy. Sales of 20 bbls and tcs at 6@6¾c for shoulders, and 8c@8¾c for hams.

Dressed hogs are firm and in demand—sales at 6¾c. Lard is in good supply, and common qualities are low and heavy, and choice rather lower. The sales are 400 bbls and tcs at 8¾c @ 9½c.

Butter is in fair request at 11@15c for Ohio, and 12¾ @20c for State. Cheese is saleable at 6@8c.

RICE—The market is active at an improvement of ¼c in prices. 500 tcs were sold this morning, and 1,000 tcs sold yesterday at $3@$3.50 ⅌ 100 lbs. Stock 4,000 tierces.

SUGARS—Refiners have purchased more freely, and prices are again an ¼@½c. lower on Monday's quotations. The sales yesterday were 1,200 hhds—and 300 boxes, embracing half of Cuba and half of New Orleans and Porto Rico, the former at 6¼@6½c, the latter at 5¼@6¾c.

TALLOW—Holders are firm. The supply is not large; sales of 7,000 lbs prime city at 10c.

WHISKEY—The inquiry is fair, but at lower prices; sales of 200 bbls at 21c.

CITY ITEMS.

THE CITY PASSENGER RAILWAY.—By means of this great public convenience citizens can be taken from any part of the city direct to the famous Brown Stone Clothing Hall of Rockhill & Wilson, (Nos. 603 and 605 Chestnut street, above Sixth. The stock of Clothing for gentlemen and youth on hand at that establishment is without a parallel in the world.

A NOVEL IDEA—Manager Wheatley, at the Arch, in the new play of the "Poor of Philadelphia," introduces some good hits at the notables of our Quaker City. In the second act, Mr. Dolman, who personates *Count de Valmont*, pays a just tribute to his tailor, and sets the whole house in a roar, by his allusion to Granville Stokes, the great fashioner and clothier, of No. 607 Chestnut street. Our readers, who have not visited the Arch, should witness this moving and instructive play.

UNCLE SAM'S MEN.—We yesterday, in our strolls about town, encountered a goodly number of the scions of old Nep, who had evidently returned but recently from foreign parts. On inquiry, we learned they were part of the crew of the Congress, recently paid off here; and we, in common with our citizens generally, were favorably impressed with their gentlemanly demeanor and handsome appearance, which latter was readily accounted for by an old Tar, who was vociferous in his praise of the celebrated clothiers, Clifton, Al bright, & Co., Jayne's Hall, No. 627 Chestnut street.

Marine Intelligence.

PORT OF PHILADELPHIA, Jan. 22, 1858.

SUN RISES.....7 10 | SUN SETS.....4 50
HIGH WATER.....7 52

ARRIVED.

Schr Vashti Sharp, Sharp, 2 days from Mauricetown, NJ, in ballast to capitalo.

Schr Enterprise, Lamplugh, 1 day from Newport, Del, with corn to Jas Barratt & Son.

Schr Lucy, Marston, 1 day from Brandywine, Del, with meal to Robert Ewan.

Sloop Olivia, Fox, 2 days from Odessa, Del, with grain to Christian & Curran.

CLEARED

Steamship Boston, Sellow, New York, J Allderdice.

Schr Virginia, Higbee, Charleston, Pettit, Martin & Co.

Schr New Jersey, Vanniman, Wilmington, Pettit, Martin & Co.

Str J S Shriver, Dennis, Baltimore, A Groves, Jr.

(Correspondence of the Philadelphia Exchange.)

LEWES, Del., Jan. 20, 8 A M.

The revenue cutter Forward came in last evening, and is the only vessel now at the Breakwater. Schr Hickman, for New York, went out yesterday. Wind E, accompanied with snow.

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

[BY TELEGRAPH.]

(Correspondence of the Philadelphia Exchange.)

CAPE ISLAND, Jan 21, 4 P M

No vessels have been observed going in or out to-day. Wind S—weather clear.

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

[BY TELEGRAPH TO THE PRESS.]

BOSTON, Jan 21.

Arrived, ship Berkshire, for Calcutta; barque Gem, Hammond, from Philadelphia.

MEMORANDA.

Steamship City of Richmond, Mitchell, sailed from Richmond 20th inst. for Philadelphia.

Ship J L Bogart, Conway, cleared at Mobile 13th inst. for Liverpool, with 5489 bales cotton, valued at $173,759.

Ship Margaret, Merryman, hence, was below New Orleans 13th inst.

Ship Belle of the Ocean, Reed, hence, arrived at New Orleans 12th inst.

Ship Potomac, Reed, cleared at New Orleans 12th inst. for Liverpool.

Ship Carolus Magnus cleared at New York yesterday for Galiao.

Ship Grotto, Dunlevy, cleared at Portland 19th inst. for Havana.

Ship Cromwell, Adams, 30 days from Akyab for Havre, directly touched at St Helena 5th ult. for water, and would be detained but a few hours.

Ship Josephine, Lendholm, from Akyab for Falmouth, E, passed St Helena 3d ult.

Ship Celestial, Palmer, from Foo-chow-foo for London, was spoken Nov 4, lat 33 16 S, long 0 2 E.

Ship John M Wood, Emery, from Liverpool, arrived Savannah 19th inst.

A Barque Oil Hickory, Yeacock, which cleared at New Orleans 11th inst. for Philadelphia, had the following cargo: 299 bales cotton, 3 tcs 5 bbls and 79 hhds sugar, 652 hf and 633 bbls molasses, 300 bbls whiskey, 11 bags quinsaw, 150 empty carboys, 14 pkgs tvpe, 5 pkgs mdse.

Barque Rambler, which cleared at New Orleans 11th inst for Philadelphia, has the following cargo: 325 hhds sugar, 600 bbls molasses.

Barque Washington Alston, Graves, from Calcutta for Boston, was spoken Oct 31, lat 25 47 S, long 54 52 E, 38 days out.

Barque Philomela, Nichols, from Shanghae for Boston, was spoken 21th ult, lat 4 38 N, long 41 05 W.

Barque Anelie Scott, (Br) McGregor, hence at Londonderry 31st ult.

Barque Wheatland, Despeaux, cleared at Baltimore 20th inst for Paramaribo and a market.

Barque Elk, Swift, from Boston for Balia, was spoken 25th ult, lat 0 04 N, long 20 25 W.

Brig Poconocket, Teague, 14 days from St Thomas, at Charleston 18th inst. Experienced heavy weather during the passage.

Brig Henry Leeds, Grant, hence for Newburyport, at Edgartown 18th inst, and sailed again 19th.

Schr J Gastner, Johnson, for Attakapas, cleared at N York yesterday.

Schr Mary Ann Biggs, Magee, hence at New Bedford 20th inst.

Schr Rhoda and Beulah, Hoffman, for Philadelphia, went to sea from Wilmington, NC, 18th inst.

Schr Dorcas Ireland, Baker, for Boston, went to sea from Wilmington, NC, 17th inst.

Schr Sydney Price, (supposed) Godfrey, from Mobile, was going into Minatitlan 24 inst.

Schr A Hammond, Smith, hence at Boston 20th inst.

Schr Polly Price, Price, cleared at Boston 20th inst. for Washington, NC.

Schr Village Gem, Hinckley, cleared at Boston 20th inst. for Philadelphia.

Schr George Hoffman, Galg, hence at Providence 19th inst.

Schr Ship Carpenter, Fountain, at New York 19th inst. from Delaware.

Schr Damsel, Burton, cleared at Baltimore 19th inst. for Alexandria and Georgetown.

Schr F Tuft, Haskell, for Gardiner, cleared at Norfolk 18th inst.

HOLMES' HOLE, Jan 18, P M—Ar, brig Monticello, Ghadwick, Stonington for Boston; schrs George Byron, of Boston, Ford, Matanzas 24 inst; for Portland; John R Plater, Kerwin Island for Boston; Willard Phillips, Smith, Philadelphia for do; Tangain, Bramhall, Belfast for Norfolk.

Sailed, brig Gen Worth; schrs Ocean Bird, (Br) New York; Persia, (Br) Alfred Barratt, and Pawtucket.

10th—Ar, barque Horace Beals, Johnson, Baltimore for Portland; brig David Duffell, Phinney, Philadelphia for Lynn; schrs Surprise, Powers, do for Plymouth; S L Tilley, (Br) Winningale, St John, NB, for Richmond; Willis Putnam, Dower, Portsmouth for Norfolk; John McAdam, Pearson, Thomaston for Rappahannock.

Returned, schr Robbie W Dillon.

Sailed, schrs S Newton, Hall; Maria; S L Tilley (Br); Caroline Knight; Willis Putnam, and John McAdam.

20th—Ar, brigs Pauline, Taylor, Baltimore for Boston; Samuel Otis, Gilchrist, St George for New York; schrs Samuel L Hawes, Mason, Smyrna, Del, for Boston; Wm Jones, Jones, and Benj F Reeves, Shaw, Baltimore for Portland; A L Hyde, Anderson, do for Ellsworth.

Sailed, schr Tangala.

10 A M. Wind NW. In port, the above arrivals of to day, and barque Horace Beals; brigs Vernon; Crocus; Monticello; David Duffell; schrs F J Talbot; Geo Byron; Surprise; John R Plater; W P Phillips, and Robbie W Dillon.

MARINE MISCELLANY.

Schr W A Dresser, of Bangor, from New York for Martinique, put into St Thomas previous to 5th inst. for repairs.

Schr Molly, of Frankfort, Hutchinson, from Bangor for Roxbury, lately reported as missing, is safe in a harbor at Little Deer Island. She had been ashore, and her cargo of brick was taken off and carried to Boston.

Baltimore, January 21—A private despatch from New Orleans says that the ship Ellen Stewart, one of the vessels reported injured in the recent hurricane at that city, was not so much damaged as was at first supposed.

The hull of the Br ship Gen Williams, wrecked and ashore 6th inst. near Cutler, Me, was sold by auction 15th to Mr Whalin, of Rastport, for $312. The sails and rigging sold to Talbot & Pope, of East Machias, for $750. The cargo (deals) sold to J D Sawyer, of Jonesport for $1450.

SPOKEN.

Oct 29, lat 2 13 N, long 35½ W, was seen ship Genova, from Calcutta for Boston.

Dec 20, lat 12 8, lon 35 50 W, was signalized an American barque, steering S, believed the Wm Shroder, Upton, from Salem eve of Oct 7, for Montevideo.

Jan 1, lat 16 N, long 62, barque Orusoe, Weston, from New York for Sombrero Island.

Jan 6, lat 33, long 71 07, barque Aurelia, Beattie, from Boston for New Orleans.

FOREIGN PORTS.

At Antwerp 31st ult, ships Ashland, Clark, for New Orleans, unc; E Norris, Follansbee, for do do; Frederick Gebhard, Edwards, for New York, do; Benj Howard, Seabye, do; Sam Francisco; schrs Lovet Crocker, Manlin, for New York in January. Sailed 30th ult, ship Jacob A Stamler, Hiltz, New Orleans.

DOMESTIC PORTS.

NEW YORK, Jan 20—Arrived, steamship Star of the South, Lyon, from Savannah; barque Ibycus, Sheppard, from New Orleans.

Cld, ship E W Farley, Nichols, Valparaiso.

NEWPORT, Jan 18—Sld, brig Napoleon, Colby, supposed for Portland.

10th, A M—In port, schrs S S Learned, Tryon, from New York for Boston; Mora, of Providence.

Sld this A M, schrs Water Witch, Hull, of and from Providence for Baltimore.

ROCKLAND—Sld 13th, schr Independence, McFadden, Savannah.

15th—Ar, barque J W Reed, Reed, Boston.

17th—Sld, brig Aladdin, Shortwell, Mobile; schr John Bell, Whicher, Richmond.

18th—Ar, schr Eliza Jane, Day, ——

BALTIMORE—Ar 18th, barque Grace Tow foot Gonzalez, Zanzibar, via Newport and Holmes' Hole; May Queen, Goldsmith, W Coast of Africa.

PROVIDENCE, Jan 19—Ar, schrs John L Darling, Howes, Norfolk; Sea Nymph, Dawson, Baltimore.

CHARLESTON, Jan 19—Ar, barque Villanueva, (Span) Codina, Havana; brig J Ford, Griffin, Rockland, Me; schr Target, Burman, New York.

Cld, steamer Isabel, Hollins, Havana, via Key West; schr Shephard A Mount, Smith, West Indies.

Went to sea, barque Flight, Horn, Boston; brig Catharine Rodgers, Britt, Matanzas; brig Eliza, Lovett, West Indies.

APALACHICOLA—Ar 9th inst, ship Harvest, Loring, from Kennebunk.

Old 11th inst, schrs James Miller, for N York.

NEW YORK, Jan 21—Arrived, brig Rion, Bradbury, Millar, Marseilles; schrs Helen, Pillsbury, Rochelle; H W Johnson, Orellin, Squan Beach; Herndon, Gaskill, Washington, NC.

Telegraphed—Steamer Jamestown, Parish, from Richmond, off the Highlands.

Sailed—Barques Wm O Allen, Magill, for Cardenas; Johannes, (Ham.) Bruhus, for London; Cadet, Guide, for Belize. (Hond.)

Cleared—Brigs Poseidon, Kuck, Kingston, Ja; Gregnada, Taylor, Matanzas; schrs Larukah, Brown, Curacoa, Neptune's Bride, Gillett, Baltimore; Lally, Franklin, Savannah; steamer Western Port, Berry, Savannah.

BOSTON, January 20—Arrived, brig J D Lincoln, Webber, Cardenas.

Telegraphed—Barque Sophia, from St Domingo. Signal for a brig.

Cleared—Barque O B Hamilton, Heard, Portland; schr Emma, Wade, Port au Prince.

Sailed—Ship Robt Treat; barques Race-horse; R B Walker; Pilot Fish; Franklin (not yesterday); Halifax; O B Hamilton; schr Witch of the Seas; and from below, barque S D Ryerson, having anchored yesterday.

NEW ORLEANS, January 11—Arr, barque Archer, Lewis, Turks Island. Brigs Mary Elizabeth, McConnel, Havana; Tallulah, Hanscom, do; Rosalie, Bradley, Rexley, Boston; Tempest, Emerson, Pensacola. Schrs Mystic Valley, Collins, Mobile; C B Knudson, Squires, Kingston, Jamaica; Mary Eddy, Lowis, Matanzas.

Arr 12th, Ships George Washington, Liverpool; J P Harvord, Andros, Boston; Levi Woodbury, Bradford, Liverpool; J P Whitney & co; J Humphrey, Hanson, New York; Neptune, Snell, Boston; Vandalia, Anderson, Seville, Spain; barques Bessel, Mahuken, Bremen; Geo Green, Headland, Charleston; brigs Lamartine, Mobile; Rufus Soule, Davis, Havana; schr Chipola, Crocker, Mobile.

12th—Arrived, barques Lexington, Thatcher, Charleston; B Fountain, Keller, Havana; Ida Kimball, Ingraham, Trinidad, Cuba; Jacob Fristoe, Garcella, Mobile.

Cleared 11th—Ships George Hallett, Frost, Boston; Charles Sprague, Pike, Havre; Henry, Calhoun, Liverpool; Louis, Hoyt, New York; barques Ann Starr, Starr, Liverpool; Mary Adella, Keller, Palmbeach; brig E A Stevens, Butler, Havana; schrs Abby Whitman, Clifford, St Pierre, Martinique; Queen Victoria, Durant, Rockland.

12th—Ships Tropic, Newell, Liverpool; Queen, Pennell, New York; Martha Rideout, Moore, Boston; Fanny, Wrudt, Pensacola; Alma, Stubbs, Turks Island.

Cleared 12th—Ships Chicago, Chase, for Liverpool; Humbor, Launerton, Liverpool; barque Serafina, Miller, for New York.

Below—Ships Helois, Nason, from Liverpool; Ed Sherman, from London; Wm. Jarvis, from New York; Benjamin Bride, Wyman, from Boston; Thomas Perkins; Panama.

Towed to sea 4th inst, ship H Crooker, barque Cephus Sterrett, and brig Restorndo. 6th—ship Euphrasia, barque Brilliant, brig Brownsville, and schr Wm Kelly.

Also, ship Gildersleve, barque Corilla, and ship Milton and brig W M Rice. 10th, ships Ellen Barnard, Queen Victoria, A A Chapman and the ship Illustrious, for Liverpool, went to sea 10th inst.

ARRIVALS AT THE PRINCIPAL HOTELS,

Up to 12 o'clock Last Night.

GIRARD HOUSE—Chestnut street, below Ninth.

O T Simmons, N Y
Austin Dall, Baltimore
J Coddington, N Y
J H Heinsheimer, Ohio
Jas Forester, N Y
S Shepherd, Arkansas
W North, St Louis
J M Rundell, St Louis
J Cooper, N O
Wm H Gilman, St Louis
T B Warring, Charleston
H A Parker, Springfield
H W Beecher, N Y
G P Arbogast, Ky
F H Smith, N Y
Wm H Carman, Del
B McLeece, Chester; SC
S Baute & lady, N Y
J S Clark, San Francisco
L Gassier, N Y
Robt Maxwell, N Y
Mrs D'Angri, N Y
A N Hanse, N Y
S R Brown, Omaha, N T
Geo W Lano & wife, N Y
F P Peake, N Y
Edw Johnson, N Y
S B Winser, Providence, R I
J H Willard, Troy, NY
W B Long, N Y
S W Baker, Providence, R I
J Bloodgood, N Y
Richard Yates, Ill
J G Lord, N Y
A Du Creul, N Y
David Parsons, N Y
Sig Rocco, N Y
Sig Reginardi, N Y
Jas H Campbell, Del
Capt Cravin, N Y
J S Bang, Baltimore
De La Grange & la, N Y
J Johnson, N Y
Saml Hanna, Fort Wayne
J Gurney, N Y
F T Montell, Baltimore
Dr Feuchtwanger, N Y
J Harriman, N Y
Norman Jackson, N Y
H Snowden, Baltimore
S S Spencer, Lancaster
A Hood, St Louis
Jno L Mayer, York, Pa
J F Howell, N Y
W H Pritchartt, St Louis
J L King, Springfield
W G Taylor, Springfield
J T Howard & wife, Ky
Edw Riddel, Boston
R J Dunwell, St Louis
W H McLeese, Chester, SC
S M Shoemaker, Balt
S A Allen, Tusca