

ships, 31 barks, 122 brigs, and 439 schooners; total, 849; besides 298 colliers, lumbermen, &c. Up for foreign ports, 113; and for distant ports in the United States, 53. Cleared Friday—1 steamer, 1 ship, 1 bark, 6 brigs, and 9 schooners.

The steamer *Canada*, at Halifax, brings intelligence of the total loss of one Boston and one New-York ship, and also of an Eastern bark.

The ship *Titan*, SEARS, of Boston, which was from the Chinchas, bound to England, and abandoned at sea, was an A 1 ship of 1,937 tons register, built in this City in 1855, and was owned in Boston, by BACON. The crew were picked up and taken to Havre.

The ship *Exchange*, Capt. PORTER, of New-York, from Liverpool, bound to Newport, in ballast, ashore at Wicklow, was 596 tons register, built in Bath, Me., in 1855, rated A 1½, and belongs to her builder, J. HIRSHCOPK.

The bark *Victor*, HOLMBRAND, from Callao, to Dunkirk, which was abandoned at sea in a sinking condition, was 393 tons register, built in Westbrook in 1843, and was owned in Plymouth. The crew were saved.

The American bark *Petrea*, whose loss was previously reported, is a total wreck, all efforts to get her off having failed. The passengers, 393 in number, and the crew, were landed in safety.

The schooner *A. B. Bordca*, Capt. WIGHTMAN which was overhauled and examined by the British steam sloop-of-war *Styx*, about a month ago, when off Mantanzas, on the supposition that she was a slaver, has lately arrived at Savannah, and the Collector of that port has made inquiry into the facts, as it is supposed, under the instructions of the Government, with the view to having the affair brought to the attention of the British Minister.

JOHN O. LITTLE, a lad of only 17 years of age, who was one of the crew of the brig *Acoma*, bound from Philadelphia to Sicily, and who fatally stabbed the mate (Mr. A. D. FINIGAN) on the 4th of last January with a sheath-knife, was brought home in irons, and arrived at Baltimore on Friday, on board the bark *Osmanli*. The prisoner and two witnesses were committed to jail to await the action of the Grand Jury.

A serious revolt occurred at sea on board the ship *Black Prince*, of Boston, when only thirteen days out, bound to San Francisco, Capt. BROWN, having put into Rio Janeiro on the 27th of February, writes to his owners that, in consequence of some difficulty, he ordered a man in irons. The man drew his knife, and swore he would be the death of any one who touched him. As Capt. BROWN approached him, with a cutlass, he was attacked by the man, who stabbed BROWN in two places, and cut his clothes. The man was eventually put in irons. Shortly after it was discovered that there was a concerted plan to make difficulty when the ship was off Valparaiso and Callao, and oblige Capt. B. to put in. Capt. BROWN then deemed it best to put into Rio and get rid of the mutineers. Seven were landed, and their places supplied by other men. The ship sailed on the 3d of March. Capt. B.'s wounds were not serious.

A letter from Mr. PROVOST, mate of ship *Junior*, N. B., dated Sydney, Feb. 11, states that he had partially recovered from the injuries he received in the late mutiny on board that ship; that on account of the heavy expenses he would incur in putting the ship in order, he has abandoned the idea of continuing the voyage, and will bring the ship home; consequently he has advertised for freight and passengers, to sail March 1 for New-Bedford. The Consul will send four of the murderers home in the ship.

The death of Mr. JOHN O'KEEFE, who was lost from on board the pilot boat *Jacob A. Westervelt*, was appropriately noticed by a meeting of the pilots on Friday last. The following among other resolutions were passed:

*Resolved*, That cherishing the recollections of his kindly and manly virtues as a private citizen, and his intelligence and energy as a pilot, we deeply lament this sudden bereavement.

*Resolved*, That we sincerely condole with his widow and helpless children in this hour of their bitter affliction, and trust that a beneficent Providence will watch over and protect them in the storms of life.

A copy of the resolutions were transmitted to the family of deceased.

#### Sea and Ship News.

AN EARTHQUAKE.—Captain GADD, of the ship *Pacific*, from New Orleans, reports: April 17, at 8:45 P. M., lat. 27° 28', lon. 79° 25', with sea perfectly smooth, felt a severe shock of an earthquake. It commenced with a noise like distant thunder, and kept increasing until it sounded like a heavy cannonade some few miles away. About the fourth or fifth shock was so near that it shook the ship all over as if she had struck the bottom, causing all the wain low frames and glasses to rattle and shake, and it seen now as if some one was rolling a large, empty cask about the deck. The shocks lasted about 12 or 15 minutes, but there was but one heavy one. The day has been very sultry and the sky had a very strange appearance at sunset. The earthquake, or rather the sound of it, was in a N. and E. direction from the ship. There was no swell after the shocks, but on the contrary the sea remained perfectly smooth.

VESSELS IN PORT FRIDAY—31 steamers, 108