CUBA.

The Gift Flag of the Madrid Volunteers of Liberty Presented to the Antilleans Volunteers for Slavery.

Entrance of the Historic Ensign to the Island Port and the Fuss and Fury of Its Reception.

The Roar of Cannon and Choir Song of the Cathedral—The Ceremonial Concluded in the Temple of Columbus—Bull Baiting, Balls and the Drama—Spanish Cabinet Concern for the Viceregal Sword of State—Life Sketch of a Distinguished Candidate—Bond Labor or Free and the Blot of Slavery—The Black Flag of "Vagabondism" Waving in the Sun of Celestial Asia.

HAVANA, Dec. 7, 1872.

The principal event of the past week has been the arrival of the Spanish mail steamer Puerto Rico on Thursday, the 5th inst., and the presentation of the historic flag of the artillery corps of the citizen militia of Madrid as a present from the volunteers in Spain to those in Cuba. The occasion has been eagerly seized by the press of the city, volunteers and all classes of patriotic Spaniards as an opportunity to give vent to eloquent and stirring declarations of fraternal union, "the symbol of common country," "eternal brotherhood," and all that sort of thing, you know, among the defenders of national integrity. The flag is the same which waved on the Trocadero fortress during the French invasion in 1823 under the Duke of Angoulême, and has attached to it eleven streamers, each with its appropriate names and dates.

The prime mover of this patriotic manifestation, and also one of the committee charged with the presentation of the flag, has been the captain of the volunteer artillery of Havana, Don Mariano de la Torre, well known two years ago as being at the same time a government employé and the principal partner in the Casino Habanero, a fashionable sporting house. The other members of the Presentation Committee were Don Francisco de la Torriente, formerly a wealthy Cuban planter, but now following his profession of architect in Madrid, where he is also a Deputy Judge, and Don Francisco Paula Timenez, formerly a banker in Cardenas, but now a wealthy capitalist and banker in Madrid.

THE FETES, FUSS AND FURY.

Immediately upon arrival of the steamer, which had been for several days anxiously expected, it was welcomed by bands of music on board of tugboats and enthusiastic cheers from the crowds of people lining the wharves and sides of the bay. A committee of the principal volunteer officers of Havana hastened on board, where a number of set speeches of welcome were delivered. But in order to give greater *éclat* to the proceedings the following day at noon was appointed for the formal delivery of the flag which the Madrid volunteers of liberty sent to the Havana volunteers of slavery.

Consequently Havana culled out yesterday as a holiday and put on its best attire—the volunteer uniform—and from early in the day the red and yellow colors of the Spanish ensign were blazoned from the balconies and flagstaffs of the government buildings, *cafés*, casinos, hotels, &c., and volunteers were seen hurrying to and fro to join their companions. Business in the public offices and the city generally was suspended and the whole town seemed seized with a patriotic fever. Before noon the wharves and streets were crowded with a numerous concourse of sightseers. All the volunteer battalions of Havana were represented.

When the debarkation of the committee from the steamer took place and on reaching shore

THE CANNON FROM THE CABANAS FORT

and of the frigate Gerona thundered salutes of welcome and enthusiastic cheers rent the air.

The flag was received by the committee appointed for that purpose and escorted to the cathedral, followed by the volunteers.

Here a solemn "Te Deum" was chanted, attended by the Captain General in full uniform and the principal dignitaries of the government, both civil and military, and after being blessed the flag was solemnly deposited in the

TEMPLE OF COLUMBUS,

which is situated near the Plaza de Armas, to be gazed on hereafter once a year—according to custom the 16th November—and with this act the ceremony was over, and the volunteers defiled before the Captain General.

SUNDAY SPORTS.

In honor of the distinguished committee a grand bull fight is to be given on Sunday, which is to be presided over by the Captain General.

The Casino Español give a ball the same evening, and is preparing a dramatic and lyric entertainment.

CABINET CONCERN FOR FUTURE ADMINISTRATIVE SWAY.

The Spanish steamer brings advices concerning the appointment of General Cordova to the Captaincy General of the island, to the effect that, although agreed upon in ministerial council, it has not yet been finally decided when he is to leave Spain. General Bregna had been spoken of as most likely to replace Cordova in the Ministry of War.

GENERAL DE CORDOVA'S LIFE CAREER.

General Fernando Fernandez de Cordova was born on the American Continent. He is a member of a very distinguished family, and as such his education is aristocratic and he is absolutist rather than liberal in his views. Of the former he has given proofs in his career as a a public man, all his acts bearing the stamp of the strictest severity. The Spanish revolution of September, 1868, changed his political status, and he is at present among the military, the leader of the most advanced radical party. He possesses talent and penetration, and loyally practices democratic principles; but as first impressions cannot always be effaced from time to time, and especially when the question is of rewards and promotions to his followers, he forgets the friendly prescriptions of law and equity and falls into the aristocratic error that he can order without conditions and according to his own will. It is believed that his policy in governing the island will be one of conciliation.

General Ceballos, the Captain General *ad interim*, is reported to enjoy the fullest confidence of the government, and will probably receive some durable mark of its appreciation. His action throughout and conduct of operations against the insurgents is approved. The Colonial Minister has also approved the reorganization and changes in the Secretary's office as proposed by General Ceballos.

The wife and family of the Intendente of the island were also passengers by this steamer.

REINFORCEMENTS FOR THE ARMY.

Regarding the recruitment of troops for this island, it is reported to be giving satisfactory results, although progressing slowly. The Puerto Rico brought all of one hundred soldiers, and the next steamer is to bring 500; and the remainder, to form the complement of 12,000 men promised as reinforcements, would leave Spain as rapidly as possible.

CLERICAL AID TO THE CONCLAVE.

The new Archbishop for Santiago de Cuba is expected to reach here by the next mail steamer from Spain. He is said to be highly intelligent and educated and of fine manners, a strong Roman Catholic, but without prejudices or aspirations for temporal power, content in the glory of his religion and spiritual power.

SORROW OF SISTER ISLAND COLONISTS.

The news received from Porto Rico speaks with satisfaction of the departure of the late Captain General Latorre and his Secretary, Ayuso. General Latorre had only been in power about four months, but during that time had secured for himself the universal hatred of the unconditional Spaniards and nearly brought the country to the verge of ruin, as they say, and had been recalled to Spain with urgency, by his Majesty the King. Brigadier General Enrille is in charge of the chief command.

General Peralto had been thought of in Spain as successor to Latorre, but upon the departure of the last steamer General Gaminde had more probability of being appointed.

CROPS.

Most flattering reports are coming from all quarters regarding the coming sugar crop. The cane in the fields is abundant, rich and of excellent growth. Plantations have generally commenced operations, and the yield of the season, it is anticipated, will be large.

THE LABOR SUPPLY DIFFICULTY.

In this connection the question of labor, its demand and supply, becomes important. The prohibition of the slave trade and the recent decrees regarding gradual emancipation, added to the restrictions adopted by the Board of Colonization touching the Chinese laborers, make this subject—the want of hands—a matter of profound thought to the great capitalists and landowners. The decree from Spain of the 4th of July, 1870, providing gradual emancipation of the negro slaves, has been further supplemented by an elaborate and complicated set of regulations from Madrid regarding the execution of the former law. This was published on the 22d of November, but attracted very little attention, as it seems to be the general impression that the prescriptions of the law treating the slavery question is considered as virtually a dead letter from the very date of its publication.

COOLIES FROM CHINA.

Chinese laborers continue to arrive. The steamer Fatchoy brought over 600 of this unfortunate people, and official notice has been published of the expected arrival of the Irurac Bat with the same number. Other vessels now in China are engaged in the same traffic, which yields an immense profit to shipowners and all engaged in it. A passenger of the Fatchoy has informed your correspondent that the vessel went from point point kidnapping Chinese; others were inveigled on board by speculators or "vagabonds," as they are called there, who receive $30 for each one of their victims. As soon as they arrive on board they are stowed away below in irons until the full complement was received, which was ten times the number the capacity of the vessel allowed. The horrors of the traffic and the voyage of the Fatchoy can easily be imagined.

THREE MUTINIES

and an attempt to burn the steamer took place during the voyage. The crew and all hands on such occasions fired into the Chinese and adopted other severe measures, such as hard knocks and scalding water, until the tumults were quelled.

The loss on the voyage of the Fatchoy on this account and deaths from sickness and suffering was over eighty Chinese.

THE COMMUNE.

Meeting at the Cooper Institute Last Evening in Aid of the Widows and Orphans of the Fallen—What the Commune Had for Its Aims—Speeches in All Languages.

A meeting of the friends of the Commune was held last evening in the large hall of the Cooper Institute, for the purpose of adopting measures for the relief of the widows and children of the men who perished in the struggle against the "men of Versailles." There was an admission charge of twenty-five cents, but the hall was very nearly one-third full, and the enthusiasm was tremendous in its ecstatic vehemence. The platform was tastefully adorned with numerous red flags, bearing strikingly original legends, such as, "The spirit of the Commune expands as the axe descends upon the necks of its martyrs;" "Equal rights, opportunities and compensation;" "The unemployed demand work of the government." These were regarded with fixed attention by the audience in the twenty minutes or so of delay that the projectors of the meeting forced them to endure before they would condescend to produce their speakers.

The meeting was at last

CALLED TO ORDER

by Mr. Banks, who wore in his buttonhole a red ribbon in honor of the occasion. He announced that the French Orpheon Club would formally open the exercises of the evening with a song, which was forthwith given and rewarded with a vociferous encore.

MR. M'KEAN'S REMARKS.

Mr. McKean then spoke, and eloquently defended the cause for which the Communists so nobly and gallantly fought, and which he said would yet be recognized as the most liberal revolution in human annals. True, they had been unsuccessful, and Paris was again beneath the heel of a despicable and cruel tyranny. It was true also that there was a prejudice against them in this country, though they simply battled for the rights of humanity and demanded that all men should in earnest be equal. But let us apply the case of the people of Paris to ourselves. Suppose, as had been the case with that unhappy city, the people of the rural districts were to say that New York should be governed by them and not by its own people, should we not resist to the bitter end? Just so long as the provinces of France played the despot over Paris so long would the country be divided. The Commune, in its first manifesto, said that they simply asked as Frenchmen for their own rights, and declared that they would on their side, under no circumstances, attempt to tyrannize over the provinces. This revolution had been misrepresented and calumniated in the press all over the world. No newspaper to-day dared to defend the Commune, and many of its most sincere friends were afraid to appear publicly in its favor, lest they should be socially ostracized. He for one, however (the speaker) desired no better than to be ostracized for the cause of humanity. The men who led the Commune had been represented as a mob of bloodthirsty ruffians; but who could believe that the half a million of men, banded together in that holy cause, were all or principally composed of such elements? Americans reproached them with having destroyed the Colonne Vendome, but had they not themselves in their own Revolution pulled down a monument in this city because it was a memory of the monarchy? Again, they talked of the shooting of the hostages. No doubt that was a very sad ease, but these clergymen who were shot were the spies of the government of Versailles, and in the church where they were captured were found many thousand stand of arms destined to be used against the government called to power by the people. It should be called to mind, too, how terrible, how merciless, how inhuman and horribly wicked was the slaughter of the people of Paris by the butchers of Versailles. Nor had their thirst for blood ceased with the laying down by the Communists of their arms, and the plain of Satory had been stained with the gore of hundreds of victims shot down for the mere sake of gratifying the malice of their foes.

THE IRREPRESSIBLE TRAIN.

Mr. Banks then said that he had received a letter from George Francis Train, which apologized for his non-attendance on the ground that he had learned that a federal marshal intended to arrest him when he should attempt to speak, and that he did not wish to have the meeting disturbed. This excuse, however, he (Mr. Banks) thought ought not to be accepted, and he proposed that a committee of three be appointed to go to the Metropolitan Hotel and fetch Mr. Train to the meeting. This was accordingly done, and Citizen Schwab, Citizen Davis, and another gentleman, with an unpronouncable name, were appointed for this duty.

FOREIGN SPEECHES.

Speeches were then made by Mr. Weber in German and Dr. Parisel in French. The latter gentleman, in the earlier part of his remarks, was somewhat loudly interrupted, but the police effectively interposed.

Six young ladies then went round among the audience collecting money for the widows of the Commune, after which a letter from Wendell Phillips, regretting his inability to attend, was read. Then Mr. Ince declaimed a long poem about a certain Baron Rudiger, who was supposed, apparently, from such stray lines as could be heard, to be indulging in a last dying speech and confession.

At about eleven o'clock, after several abortive attempts at disturbance, Mr. Train not having put in an appearance, the meeting adjourned.

BROOKLYN AFFAIRS.

Tax Receipts.

The taxes received by Collector Burrows during the week amounted to $488,967.

Police Record.

There were 423 persons arrested in the city of Brooklyn during the past week. The chief offences consisted in intoxication and violation of city ordinances.

Incendiary Fire.

Shortly before one o'clock yesterday morning a fire was discovered in a two story frame, at the corner of Sackman and Herkimer streets, East New York, and the flames soon enveloped the structure, which was burned to the ground. The building, which was unoccupied, was owned by Theodore Young. The loss is about $1,500. The fire was the work of an incendiary.

Funeral of Alderman Walters.

The funeral of the late Alderman Walters, of the Nineteenth ward, will take place from the residence of his family, in Rutlidge street, at two o'clock this afternoon. The flags of the city and mourning streamers have been floating half-mast high out of respect to the memory of deceased since Thursday last. The Aldermen will attend the funeral in a body, and the remains will be interred in Greenwood Cemetery.

Plymouth Church Business Meeting.

At the annual business meeting of the trustees of Plymouth church, held on Friday evening, it was shown that there were 2,184 names now upon the registry of the church. From the Treasurer's report it appears that the annual collection amounted to $15,554 97—for the poor, $1,079 18; pew rentals, $60,000; contributions of three schools, $3,054 56. Total, $79,683 65. The treasury is at present overdrawn to the extent of several thousand dollars.

A New Church.

Rev. Father O'Riely, the newly appointed pastor of St. Stephen's Roman Catholic church, Carroll street, near Hicks, is taking decisive measures toward relieving a want long experienced by the Catholics of that parish. He is raising the funds requisite for building a church to replace the present humble structure, which is inadequate to meet the necessities of the congregation, being far too small to accommodate the numbers who attend service there. Subscriptions are being taken, and a fair in aid of the object in view will be opened on Saturday next.

Sentenced by the Court of Sessions.

Judge Moore yesterday sentenced two shoplifters, Annie Wilson and Mary Ann Hogan, to serve the county for the term of three years and three months in the Penitentiary. The prisoners, who were handsomely attired, and rather intelligent looking young women stole $75 worth of lace from Loser's store, Fulton street, a month ago. Wilson claimed to be a music teacher from Baltimore, and Hogan stated that she was a dressmaker and a resident of Philadelphia. The latter has served one term in the New Jersey State Prison. George Storey pleaded guilty to grand larceny, and was sentenced to the Penitentiary for one year.

Fair at St. Mary's Hall.

The work of erecting a new and handsome steeple on the Church of St. Mary, Star of the Sea, South Brooklyn, is almost finished. The distance from the ground to the top of the cross which surmounts the spire, the third highest in the city, is 186 feet. The worthy pastor, Rev. Eugene Cassidy, has determined upon painting the interior of the church, and the cost of the entire work will be about ten thousand dollars. Four thousand dollars has already been subscribed, and in order to obtain the balance requisite—$6,000—a ladies' fair has been opened in the schoolhouse adjoining the edifice, St. Mary's Hall. The tables abound with useful and ornamental articles just suitable for the holidays, and amiable ladies are in constant attendance each evening. The "Art Gallery" and "Post Office" are among the most commendable novelties of the affair, which is really deserving of patronage.

Opposing Atlantic Avenue Assessments.

Application for a writ of certiorari, to review the proceedings taken in improving Atlantic avenue, in the town of New Lots, was made before the Supreme Court, Justice Pratt, yesterday. The application is based on the ground that the property of the owners has been improperly assessed for the sum of $47,000 as follows:—$27,000, the difference between the price demanded by the lowest bidder for the work and the amount paid to the present contractor for the work; the sum of $14,300, the amount which should have been deducted and paid by the contractor on account of failure to do the work according to the specifications, and also the sum of $950 for failure to grade the centre of the avenue. It was also contended that the description in the assessment rolls was incorrect, and that the action of the Board of Supervisors in levying assessments without notice was illegal. In opposing the motion it was shown by affidavits of the engineers in charge of the work that it had been properly performed, and it was further contended that the Supervisors had acted in accordance with the law. The Court reserved its decision.

SHIPPING NEWS.

WHITESTONE TELEGRAPH.

The NEW YORK HERALD has constructed a telegraph line from New York city to Whitestone, L.I, and the same is now open for the transaction of business.

This line will be found of great service to those having business with vessels passing to and from the Sound, and every facility will be given to merchants and others to communicate promptly.

As there is no other telegraphic communication with Whitestone, the Herald Line will be open for all business and private messages, and the same attended to with all possible despatch.

All messages must be prepaid.

The following rates have been established:—

Private messages, twenty-five cents for ten words or less; two cents for every additional word.

Business messages—For a message of twenty words or less, to be delivered on board vessels off Whitestone, one dollar; five cents for every additional word.

Advertisements for NEW YORK HERALD free.

OFFICES.

Herald Office, corner Broadway and Ann street.
Herald Ship News Office, pier No 1 East River.
Herald Branch Office, No 1265 Broadway.
Whitestone Dock, Whitestone, L.I.

Almanac for New York—This Day.

SUN AND MOON.			HIGH WATER.		
Sun rises	7 18		Gov. Island	morn	8 31
Sun sets	4 34		Sandy Hook	morn	7 46
Moon sets	eve	5 10	Hell Gate	morn	10 16

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTH OF DECEMBER.

Steamers.	*Sails.*	*Destination.*	*Office.*
Minnesota	Dec. 18	Liverpool	29 Broadway.
Westphalia	Dec. 19	Hamburg	61 Broadway.
Oceanic	Dec. 21	Liverpool	19 Broadway.
City of Paris	Dec. 21	Liverpool	15 Broadway.
Weser	Dec. 21	Bremen	2 Bowling Green
California	Dec. 21	Glasgow	7 Bowling Green

PORT OF NEW YORK, DEC. 14, 1872.

CLEARED.

Steamship Celtic (Br), Murray, Liverpool via Queenstown—J Hyde Sparks.
Steamship City of Brussels (Br), Brooks, Liverpool via Queenstown—John G Dale.
Steamship India (Br), Brown, Glasgow—Henderson Bros.
Steamship America (NG), Bussins, Bremen via Southampton—Oelrichs & Co.
Steamship Washington (Fr), Roussan, Havre—Geo Mackenzie.
Steamship City of Havana, Deaken, Havana—F Alexandre & Sons.
Steamship Magnolia, Palmer, Hamilton, Bermuda—Wm H Webb.
Steamship G W Clyde, Cole, Galveston via Key West—C H Mallory & Co.
Steamship Gen Meade, Sampson, New Orleans—Frederic Baker.
Steamship George Washington, Quick, New Orleans—H B Cromwell & Co.
Steamship Montgomery, Faircloth, Savannah—R Lowden.
Steamship San Jacinto, Hazard, Savannah—W R Garrison.
Steamship Champion, Lockwood, Charleston—H R Morgan & Co.
Steamship Zodiac, Chapin, Morehead City, NC—Murray, Ferris & Co.
Steamship Hatteras, Lawrence, Norfolk—Old Dominion Steamship Co.
Steamship Isaac Bell, Blakeman, City Point and Richmond—Old Dominion Steamship Co.
Steamship John Gibson, Winters, Georgetown, DC—G B Merrick & Co.
Steamship Fanita, Doane, Philadelphia—Lorillard Steamship Co.
Steamship Neptune, Baker, Boston—H P Dimock.
Steamship Wamsutta, Fish, New Bedford—Ferguson & Wood.
Bark Liles (Br), Gusswell, London—Peabody, Willis & Co.
Bark Jane Muir (Br), Crosby, Cork or Falmouth—Boyd & Hincken.
Bark Frank (Nor), Nielsen, Cork or Falmouth—Funch, Edye & Co.
Bark Francisco (Ital), Totero, Cork for orders—A P Agresta.
Bark Eidsvold (Nor), Smith, Queenstown or Falmouth—Funch, Edye & Co.
Bark W J Whiting (Br), Walters, Hamburg—P I Nevius & Son.
Bark Abby Bacon, Merrill, Malaga—Tupper & Beattie.
Bark Evening Star (Br), Chick, St Jago de Cuba—Waydell & Co.
Brig Ringleader (Br), Church, Trieste—G F Bulley.
Brig Marianna 2d (Port), Santos, Lisbon—L E Amsinck & Co.
Brig Bride (Br), Brooks, Laguayra—Boyd & Hincken.
Brig S A Holbrook (Dan), Ridgeway, Pernambuco—R B Eldridge.
Brig Louise Price (Br), Bomholm, Port au Prince—R Murray, Jr.
Brig Centaur, Stanley, St Jago—Jas E Ward & Co.
Brig John Swan, Rumball, Cienfuegos—Hand & Swan.
Brig Harmony (Br), Beck, Port Caledonia—W T Woodruff & Co.
Brig Branch (Br), Wyman, Halifax, NS—D R DeWolf & Co.
Brig Wm Mallory, Burrows, Galveston—C H Mallory & Co.
Schr A H Lennox, Gray, Cape Hayti—R Murray, Jr.
Schr A L Fitch, Fitch, Montego Bay—G Wessels.
Schr Israel Snow, Pease, Port Lemon—B J Wenberg.
Schr Kolon, McKinn, St George (Bermuda)—Middleton & Co.
Schr A C Leavitt, Stephens, Mosquito Inlet—Van Brunt & Bro.
Schr Carrie S Webb, Homan, Charleston—Bentley, Gildersleeve & Co.
Schr Ben. Davis, Wilmington, NC—E S Powell.
Schr Delmar, Ireland, Newbern, NC—Madison Holmes & Co.
Schr Mary A Jones, Brown, Norfolk, Va—Isaac R Staples.
Schr M E Bryan, Camp, Richmond, Va—Slaght & Petty.
Schr Harriet Thomas, Van Cleaf, Baltimore—W Chalmers.
Schr Silas McLoon, Spear, Jr, Rockland—J B Haviland.
Schr Walter C Hall, Tolman, Boston—Chas Twing.
Schr Urbana, Allen, Providence—A Abbott.
Schr R A Forsyth, Hobbie, Stamford.
Sloop Report, Crawford, New Haven—Rackett & Bro.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

US steamer Tallapoosa, McRitchie, Washington, DC.
Steamship California (Br), Craig, Glasgow via Moville Dec 1, with mdse and 257 passengers to Henderson Bros. Experienced westerly gales the entire passage. Dec 9, lat 45 28 N, lon 52 64 W, spoke ship Aloona (Br), from Glasgow for New York; 13th, lat 40 01 N, lon 69 23 W, spoke ship Lake Superior (Br), from Liverpool for New York.
Steamship Columbia, Coffin, Havana Dec 7, via Nassau, NP, 9th, with mdse and passengers to the Atlantic Mail Steamship Co. Dec 10, 10 PM, while in the Gulf Stream, off Charleston, experienced a severe gale from the north, which lasted 30 hours, causing us to throw overboard part of deck load of oranges; 11th, 7 PM, had the port forward boat and davits carried away, also the starboard paddlebox closets, &c, stove and part carried away by a heavy sea.
Steamship City of Galveston, Rowland, New Orleans Dec 6, with mdse and passengers to C H Mallory & Co. Had strong N and NE gales from Cape Florida; Dec 11, lat 33 48, lon 75 40, passed schr John S Ingraham, from —— for Philadelphia; 12th, steamship Henry Chauncey, hence for Aspinwall.
Steamship James Adger, Lockwood, Charleston Nov 26, with mdse and passengers to H R Morgan & Co.
Steamship Hatteras, Lawrence, Norfolk, with mdse and passengers to the Old Dominion Steamship Co.
Steamship John Gibson, Winters, Georgetown, DC, with mdse and passengers to G B Merrick.
Steamship Fanita, Doane, Philadelphia, with mdse to J Lorillard.
Bark Hidalgo (of Liverpool), Roberts, Rio Janeiro 28 days, with coffee to Weston & Gray; vessel to G F Bulley. Crossed the Equator Nov 11, in lon 37; had fine weather up to Hatteras; from thence 7 days, with strong W and NW winds.
Bark Edina (of Guernsey), Robin, Rio Janeiro 27 days, with coffee to J Ramsey & Co; vessel to G F Bulley. Crossed the Equator Nov 22, in lon 37 W; been 5 days north of Hatteras, with strong winds from NNE to NNW.
Bark Pallas (of Belize, Hon), Biddle, Belize 33 days, with logwood, &c, and 3 passengers to Wm Jex. Had strong northerly winds the entire passage; been 5 days north of Hatteras.
Bark Prindsesse Alexandra (Dan), Verden, Arecibo, P R, 19 days, with sugar and molasses, to Hicks & Fabing; vessel to Roche, Bros & Co. Had heavy weather; been 9 days north of Hatteras and 7 days north of Cape May, with heavy NNE and NNW winds. Edward Griffin, boy, aged 18 years, has been missing since the 12th inst, supposed to have jumped overboard.
Bark Elba, Peterson, Havana 20 days, with sugar to J Cook & Co; vessel to James E Ward & Co. Was 10 days north of Hatteras, with heavy NW, W and NE gales.
Brig Nuova S Michele (Ital), Siano, Licata Sept 28, with sulphur to order; vessel to Funch, Edye & Co. Passed Gibraltar Oct 30; during the passage had very fine weather; stove bulwarks, &c.
Brig Woodland, Franklin, Buenos Ayes Oct 7, with old iron, &c, to Murray, Ferris & Co. Crossed the Equator Nov 8 in lon 42 W; had light winds most of the passage, but heavy weather for the last five days; had no NE trades.
Schr Mary D Leach (of Provincetown), Atkins, St Martins 16 days, with salt to Woodruff & Robinson; vessel to R J Wenberg. Had heavy weather; started head, split sails and started the vessel leaking. Dec 8, lat 36 30, lon 72 30, saw bark Talisman (Br), from Baltimore for Pernambuco.
Schr Maria Jane, Cowke, Virginia.
Schr J W Morris, Pearce, Virginia.
Schr Gen Torbet, Sheppard, Virginia.
Schr B F Reeves, Brannier, Virginia.
Schr Bauvard, Shaw, Virginia.
Schr Lizzie, Florence, Lippencott, Virginia.
Schr Ocean Wave, Low, Virginia.
Sloop Sidney Dorlon, Smith, Virginia.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Neptune, Baker, Boston for New York, with mdse and passengers to H P Dimock.
Schr W H Mailler, Crowley, St John, NB, 24 days, with laths to Gotham Boardman.
Schr Hotchkiss, New Haven for Virginia.
Schr Merrill C Hart, Rawley, Vinalhaven for New York, with stone to order.
Schr Sarah Maria, Atkins, Glen Cove for New York.
Schr Harvest Home.
Steamer Galatea, Nye, Providence for New York, with mdse and passengers.
Steamer Delaware, Smith, Fall River for New York, with mdse and passengers.

BOUND EAST.

Steamship Neptune, Baker, New York for Boston.
Steamship Wamsutta, Fish, New York for New Bedford.
Schr Alfred Hall, Dimmock, New York for Cohasset Narrows.
Schr Enos B Phillips, Gardiner, Hoboken for Boston.
Schr Ira Laffrinier, Coleman, New York for Boston.
Schr Richard Law, Eldridge, Port Johnson for Providence.
Schr American, Smith, New York for Hartford.
Schr Arthur Burton, Frohock, Port Johnson for Portland.
Schr Wm H Anderson, Avery, Philadelphia for Danversport.
Schr Hattie Perry, Perry, Philadelphia for Boston.
Schr Pacific, Ginn, New York for Boston.
Schr J D Ingraham, Nickerson, Philadelphia for New Bedford.
Schr Abbie Ingalls, Ingalls, Philadelphia for Portland.
Schr Mary Stewart, Coombs, Port Johnson for Boston.
Schr John Lancaster, Williams, Amboy for Norwich.
Schr Campbell, Eaton, Port Johnson for Boston.
Schr Decatur Clark, Kelly, New York for Providence.
Schr David G Floyd, Clifford, New York for Newport.
Schr Fountain, Gray, New York for Fall River.
Schr Peter Ritter, Jones, New York for New Haven.
Schr Cornelia, Sheppard, Port Johnson for Fall River.
Schr Virginia, Cryder, New York for Niantic.
Schr Josephine, Ball, New York for Bridgeport.
Schr N A H Gould, Baker, Elizabethport for Providence.
Schr Peacedale, Murphy, Elizabethport for Narragansett Pier.
Schr Wm W Wood, Wood, Elizabethport for Huntington.
Schr E H Brazos, Smith, New York for Northport.
Schr Wm F Burden, Adams, Hoboken for Providence.
Schr Sparkle, Shropshire, Amboy for Bridgeport.
Schr E L Ridgely, Rutledge, New York for Bridgeport.
Schr Surprise, Seaman, Amboy for Boston.
Schr Ivy Bell, Cox, Port Johnson for Lynn.
Schr Alexandria Young, Jones, Port Johnson for Boston.
Schr O C Acken, Mead, New York for Stamford.
Steamer United States, Davis, New York for Fall River.
Steamer Galatea, Nye, New York for Providence.

SAILED.

Steamships City of Brussels, and Celtic, for Liverpool; Washington, Havre; India, Glasgow; America, Bremen; Great Western, Bristol; Magnolia, Hamilton (Bermuda); City of Havana, Havana; Geo W Clyde, Galveston; Gen Meade, and Geo Washington, New Orleans; San Jacinto, and Montgomery, Savannah; Champion, Charleston; Isaac Bell, Norfolk and City Point; Fanita, Philadelphia; ships Twilight, San Francisco; Helen Morris, do; Elsinore, Anjier; barks Nictaux, Aspinwall; Larnax, London; La Plata, Buenos Ayres; Victoria Perez, Maracaibo; Prudente, Gibraltar; Evening Star, ——; brigs C A Hoard, Lisbon; Excelsior, Bermuda; schrs Lucy D, Havana; David Faust, do; Ernest & Marie, Gibara.

Wind at sunset W, fresh.

Herald Marine Correspondence.

NEWPORT, RI, Dec 14.

Schooner Mary J Mead, from Taunton for New York, with a valuable cargo of copper and iron nails, sprung aleak and sunk at Fall River yesterday, having been previously run upon the flats. She lies partly out of water, and will be raised, with cargo badly damaged.

Schooner Lucy C Hall, sunk off New London, loaded with stone, has been abandoned by the wrecking company as past hope of raising, she being buried in the mud. Her rigging, &c, have been saved.

Marine Disasters.

STEAMSHIP WEYBOSSET, from Jacmel for New York, put into Charleston on the 14th inst for repairs to her machinery.

BARK PEARL, Harding, at San Francisco Dec 6 from Swatow, was 29 days to lat 32 11 N, lon 139 47; lost and split sails Oct 10; lat 28 39 N, lon 142 48 E, took a severe gale, commencing at ESE and veering around by S to NNW, and lasting 36 hours; shipped a sea, which swept the decks of everything movable—skylights, companion way, two boats, two hatch, water casks and binnacle; stove the starboard rail past mizzen channels, and bursting in the cabin doors filled the cabin with water.

BRIG ERNESTINE, Blanchard, from Troon via Cutler, arrived below Portland Dec 13, reported in distress. A steamer was sent to her assistance.

BRIG OMER (of St John, NB), Ruggles, bound to New York, while at anchor in Halifax harbor during the gale of 8th inst, lost an anchor and 35 fathoms of chain. On the 10th the brig Laurella, from Demarara, in going in, collided with the Omer, which lost her lower topsail yard.

SCHR PAUL & THOMPSON, which was towed to Wilmington, NC, for repairs, after being ashore at Swansboro, NC, cleared at Wilmington Dec 11 for Salem, having been thoroughly repaired.

SCHR DECORRA, Clark, from Mushquash for New York, which it was thought might prove to be the vessel before reported bottom up at Mispeck, NB, arrived at Machiasport Dec 9.

SCHR MARY A WITHAM, from Baltimore for Providence, which put into Norfolk Dec 10, is supposed to be leaking in her rudderpost. She would unship rudder and run aground to work at it, and if not made secure would discharge a portion of cargo and calk above water.

SCHR TARRY NOT, from Gardiner for Boston, at Hartford 12th, was in collision with steamship Prussian in the harbor and lost main rigging.

SCHR OLIVER H BOOTH, of New York, was ashore in Lynnhaven Bay, Va, Dec 11.

SCHR JAMES M FLANAGAN, at Newcastle, Del, 13th, AM, from Providence, ran into the cutter Hamilton, and carried away foregaff, stove small boat and started pilot house.

SCHR JESSIE W KNIGHT, before reported towed back to Alexandria Dec 11, with loss of bowsprit, &c, was bound to Fall River with a cargo of coal. The damage is estimated at $500.

SCHR LOUIE F SMITH, Brown, from Philadelphia for Boston, before reported at Breakwater with loss of foremast and main topmast in a squall in the bay, returned to P 13th for repairs.

SCHR MARY S LUNT (Br), from Grenada for New York, with a cargo of logwood and old iron, put into St Thomas previous to Dec 5 with loss of spars, sails, standing and running rigging, and head of foremast badly sprung and loss of foretopmast. The vessel was making but little water.

SCHR MENDOCINO, at San Francisco Dec 5 from Little River, reports Nov 28, when on Point Arena, during a heavy southerly gale, lost deckload of lumber (20,000 feet), and at the same time washed the mate, A Madison, overboard, who was drowned; he was a native of Finland, aged 34 years.

SCHR FRANCIS J CUMMINGS (of Mt Desert), McWarr, from Calais for Boston, lumber laden, struck on Flat Ground Rock, off Rockport, Thursday night last, during a snow storm. She subsequently came off and was brought to anchor. Being in a sinking condition, signals of distress were made by firing rockets, and the lifeboat was manned and proceeded to their assistance, bringing the crew ashore. The schooner afterwards broke from her anchorage and drove ashore on the Rockport Granite Company's Breakwater and became a total wreck.

SLOOP ELLA ROSSINS (of Bayport), Gillette, bound to Virginia for oysters, was blown off to sea in the gale of Nov 29, and had jib split and rigging chafed, but managed to work back into her port of destination.

STEAMER BLACKSTONE, Hallett, for Baltimore, started out from the Roads below Boston on Friday AM, and proceeded as far as Minot's Ledge, when the boiler was found to be leaky, and she returned and anchored in President Roads. Several boiler makers were taken down to her on Friday PM, and the Blackstone was probably got ready for sea on Saturday.

BOSTON, Dec 14—The brig Meteor, from Havana for this port, stranded and went ashore at Scituate, in consequence of mistaking a light in a house on shore for the lighthouse. She bilged in 15 minutes after striking, and at high water is completely covered. The cargo will have to be taken out by divers. The crew were rescued by a lifeboat, but were badly frost-bitten. The cargo is insured in the Atlantic Mutual Insurance Company, of New York.

NORFOLK, Va, Dec 14—The steamer reported ashore on Smith's Point was the Wm Kennedy. She got off without damage, and arrived here this morning.

NEWPORT, RI, Dec 13—Schr W H Tiers, reported ashore on Point Judith, has hauled off shore, but is full of water. The sea is making a clean breach over her, but the crew have been landed. The Block Island Wrecking Company have the contract for getting her off, and the Moccasin reports that they were lying by her this afternoon, ready to commence operations.

Schr New Regulus, also reported ashore on Dutch Island, was floated this morning.

PORTSMOUTH, NH, Dec 14—The British brig L J Westaway, at this port to-day from Lingan, reports that 25 miles off Cape Ann, 9th inst, saw an unknown schooner, which, in trying to approach the brig, was capsized, and lost her spars and deck. Four men were seen on the floating deck for a while, but owing to the heavy gale the brig could render no assistance.

Miscellaneous.

Purser Thos McManus, of the steamship Columbia, from Havana, has our thanks for the prompt delivery of our files and despatches.

Purser A J White, Jr, of the steamship James Adger, from Charleston, has our thanks for favors.

SCHR WM SUTTON, of Gloucester, 70.78 tons, built at Essex in 1866, has been sold to Messrs Williams, Haven & Co, of New London, who will fit her immediately for Alaska, to pursue the fisheries on that coast.

SCHR IDA C SPOFFORD, 51.60 tons, built at Essex in 1858, has been sold to parties in Portland.

SLOOP HATTIE A WALLACE, six years old, employed as packet between Bridgeport and Port Jefferson, under command of Capt Sylvester Randall, has been sold to Captain Mallory, of New Haven, for $2800; cost when new, $3800.

MAYAGUEZ, Nov 25—The American brig Maria White has been sold at public auction, as follows:—Hull, $5.70 50; sails, rigging, &c, $560 76.

LAUNCHED—At Stockton, 3d inst, from the yard of N G Bichborn, schr J C Crails, 149 tons, built for the Cobb Lime Co, of Rockland.

Whalemen.

Cleared at San Francisco Dec 6, bark Helen Mar, Koon, on a cruise.

Sailed from St Thomas Nov 25, schr Montezuma, Leach, of Provincetown, on a cruise.

Spoken.

Ship Herbert Beech (Br), Crosby, from Swansea for Savannah, Nov 18, lat 40 40, lon 20 15.
Ship Rosal Charlie (Br), Sutherland, from Hamburg for New Orleans, Nov 19, lat 32 N, lon 18 W.
Brig Charlotte, nothing further, Dec 8, lat 34 44, lon 73 54.
Schr Wm Drury, from Boston for a Southern port, Dec 5, lat 39 10, lon 67 40.

Foreign Ports.

ARECIBO, PR, Nov 25—In port schr Peerless, Patterson, for Baltimore in 2 days.

BARBADOS, Nov 10—Arrived, bark Atlantic, Dickerson, New York (and sailed 19th for Martinique); schr Nellie Scott, Milan, Norfolk; 12th, brig