WASHINGTON.

The Senate Toying with the Agricultural College Land Job.

$34,000,000 TO BE GIVEN AWAY.

Unfortunate Louisiana the Subject of Debate in the House.

JUDGE VICEGERENT DURELL IN A BAD BOX.

The Semi-Omnipotent Jurist in Danger of Impeachment by Mortal Congressmen.

MR. FISH'S NIBBLING AT THE CUBAN BAIT.

Diplomats at the Capitol Hunting for the "Red Book" and Pub. Docs.

CELESTIALS PREPARING FOR WAR.

Fears of an Outbreak in the Flowery Land and an Attack on Foreigners.

Rumored Financial Embarrassment of the Northern Pacific Railroad.

Scenes in Poland's Credit Mobilier Committee—Brooks and McComb on Character—The Whole Leather Trade Appealed To—Life-Saving Stations on the New Jersey Coast—Items of Washington News.

WASHINGTON, Jan. 13, 1873.

The Credit Mobilier Investigation—Amusing Scene in Poland's Committee—Brooks and McComb on Character—Arrival of Dr. Durant.

The testimony to-day before Poland's Crédit Mobilier Investigating Committee went hard against Mr. James Brooks, the only democrat, so far, implicated, but against whom the evidence appears more direct and damaging than any of his republican colleagues. He aggravated his case by his late speech in the House, swearing, "before God and his country," that he never had any interest in Crédit Mobilier stock. Even technically speaking, this is, to put it mildly, quite incorrect, for he now appears convicted out of the mouth of his own son-in-law, Mr. Neilson, who acknowledged that his father-in-law had told him he would use his influence to put in him the way of a good thing, and did put him in the way of one hundred and fifty shares of Crédit Mobilier stock. After many attempts to dodge awkward questions, in which Mr. Neilson's faulty memory did him yeoman's service, he acknowledged that his prudent father-in-law had himself transacted the whole business; that he, Neilson, did nothing but call for the shares and receive the dividend—and pretty snug dividends they were. But the most awful thing against Mr. Brooks is the confession of his son-in-law that not having paid himself for any stock, he, Neilson, held no receipt from any Crédit Mobilier officer. What becomes, then, of the receipt in the name of Mr. Neilson, which Mr. Brooks flourished in the House, purporting to show that his son-in-law had himself paid for his Crédit Mobilier stock? If there were any other proof needed that the stock was given for Mr. Brooks' influence, Mr. Neilson's testimony that his application for fifty more shares had been refused until his father-in-law applied for them, and told him that he could have those shares by calling again for them, would be sufficient. When Mr. Neilson had given his testimony a highly amusing scene took place. Mr. Brooks, whose face during the examination was, if possible, still more sallow than usual, requested the Chairman to call for certain documents—certain records of the War Department—to prove that Colonel McComb was a bad man and had done many things which Mr. Brooks called by some very hard names. He also asked that a number of gentlemen be called upon to administer a coat of black pitch to Colonel McComb's character, and to show that his motives were not as white and pure as snow. In reply to this McComb asked the chairman to summon all the high dignitaries of the land, and the whole leather trade, with whom he had done business for the last twenty years, to show that Mr. Brooks' allegations were false. He also expressed the opinion that his character would stand comparison with that of Brooks. All this was highly amusing and appeared to give great satisfaction to Hoax Ames, who peered blandly through his spectacles and smiled a lamb-like, joyous smile. The virtuous Alley wore his usual hang-dog look, and exchanged significant glances with his "pal," as much as to say, "I wish those two would make mincemeat of each other." At the opening of to-day's sitting Mr. Dawes delivered his confession with a penitent look. He read a written statement, repeating the old story how Hoax coaxed him into buying Crédit Mobilier shares; how he afterwards, thinking something was wrong, became penitent and asked Hoax to take back his shares, and to return his money and his peace of mind, which Hoax did, with ten per cent interest and thirty-five per cent dividend.

Thomas C. Durant arrived here to-night and Messrs. Crane and Ham are expected in the morning. General Garfield will have an opportunity to speak his piece to-morrow before the committee. The sentiment among the leading democrats to-day was that Brooks should be expelled, but not unless the republican side is visited with punishment proportioned to the number of members interested in Crédit Mobilier stock.

Diplomats in Search of the Red Book—Mr. Fish's "Feelers" on the Cuban Question.

Foreign diplomacy, represented by half a dozen or more callow attachés and sapient Secretaries of Legation, invaded the document rooms of Congress to-day in search of "The Red Book," in which the President's Message is published, with the accompanying diplomatic correspondence. In vain did the custodians assert that no such book had been received from the Government Printing Office, for the clamorous foreigners declared that it had been published as the newspapers which had been giving extracts from it said so. Some of them declared that they would at once acquaint their governments with the insult put upon them by the refusal of the coveted volume, and matters were getting rather warm, when the olive complexioned youth who is an attaché of the Lobos Legation suggested that this might be one of Mr. Fish's little jokes, and that he had perhaps secured the publication of a few pages of the forthcoming book as a feeler, to see how the public liked this potent talk. This was a new idea to the angry diplomats, and they left the Capitol in an inquiring mood, which has been increased by the inquiring editorial on the same subject, which has reached here this evening in this morning's HERALD. Why was the correspondence published just now? inquires the HERALD, and the entire Diplomatic Corps, from Bisque Bey to the Chargé from Lobos, echo the question. Has this little scrap of piscatorial wisdom been doled out to create an appetite for more and to make an international demand for the volume only equalled by the cry of children for Mrs. Winslow's Soothing Syrup? Or does the President contemplate a new diplomatic departure on our relations with Spain in his forthcoming Message on the 4th of March next, and is this a feeler to see how the public will respond? Or is it a private venture of the Secretary to conciliate those who have hoped for his departure from the Department of State, and to make them believe that he can boldly stand up for our national honor? It may be one or another or all of these reasons which has prompted the advance publication in the newspapers of a book still in the press, as literary titbits. Perhaps there may be other instalments coming, but why not hurry out the book itself? It is six weeks since the President sent his annual Message to Congress, and the accompanying diplomatic correspondence should all have been printed ere this. Then our young diplomats would have been made happy, and the elder ones would have had light reading.

A Speck of War in the East—The Chinese Arming with Breech-Loaders.

A letter has been received at the Navy Department from a naval officer of high rank, dated at Tien Tsien, at the mouth of the Peiho River, and the nearest harbor to Pekin, stating that the Chinese soldiers are being rapidly armed with the latest improved patterns of breech-loaders, and that the foreign population is alarmed at the prospect of a disturbance. Whether this is being done for the purpose of success in the event of a revolutionary movement, or to be employed against the foreign population is the question just now. The naval officers here who are familiar with the condition of Chinese affairs are of opinion that it is a preparation for war against the Europeans in that country. The English diplomatic and naval officials are watching with great solicitude the turn of events, and will be prepared for any emergency. The orders of Rear Admiral Jenkins, commanding our Asiatic squadron, are of such tenor that he will be ready with the best vessels of the fleet.

The Senate Toying With the Agricultural College Land Job—Morrill's Cool Proposition.

Morrill, of Vermont, who is one of the best "whippers in" at the Capitol, tried to put through the Senate this afternoon his little bill for giving an extra endowment of 24,000,000 acres of the public lands to agricultural colleges. As the small States are to receive the same amount as the larger States their Senators went for the "grab." So did the New Englanders, who always want to invest in lands, and so did the Southerners, who want anything and everything they can get. Those Senators who are the recognized agents of the railroads which have large quantities of lands to sell tried their best to obstruct the passage of the bill, while Morrill tried to get a vote on it. At last dinner time arrived, and the Senate went into executive session for a short time, thus throwing the scheme over. One argument in favor of passing this bill is, that the enriching of the colleges will enable them to employ as professors some of the most importunate office-seekers and place-hunters that infest this capital. Anything is welcome to those they annoy that will give them employment.

Monday in the House—The Louisiana Muddle the Subject of a Lively Debate—Judge Durell To Be Investigated.

The morning hour in the House was occupied, as usual on Monday, by the presentation of an avalanche of bills and resolutions. Nothing of importance transpired until Mr. Kelley, of Pennsylvania, offered a resolution directing the Judiciary Committee to inquire into the action of Judge Durell, in New Orleans, and to take steps for his impeachment if, in their judgment, sufficient grounds existed to justify such action. The resolution passed with more than two-thirds majority. Immediately afterwards Mr. Sheldon, of Louisiana, offered a joint resolution for the appointment of a committee, consisting of six Representatives and three Senators, to investigate the entire Louisiana muddle. As considerable feeling was evinced throughout the House on the presentation of this resolution debate was permitted for one hour, and finally for two. Sheldon, Dawes, Shellabarger, Bingham and Cox spoke in favor of it, and Farnsworth, Butler, Kerr, Stevenson and Eldridge spoke strongly against it. Farnsworth and Kerr made very effective ten-minute speeches against it, especially the latter, who is looked upon as a man of the soundest judgment on the democratic side of the House. When asked what he proposed to do with the affairs of Louisiana he said, in tones which rang through the House, "I propose that the people of Louisiana be permitted to manage their own affairs, without the interference of the federal government or rascally federal judges." Democratic members feel that the absence of Kerr from the next Congress is the heaviest loss the party will sustain. He never talks for Buncombe, or because he likes to hear his own voice. Before a vote could be taken Garfield, of Ohio, offered an amendment that until the House was thoroughly informed of the contents of the President's Message on the subject, which had arrived during the discussion and was then on the Speaker's table, that the whole matter be referred to the Judiciary Committee. This was agreed to without a division, and the chances are now that the committee of investigation will not be appointed and the country be saved the heavy expense attending such Congressional junketing parties which end in smoke. Democrats look upon all such as an impertinent interference with the people of the States, and ending with a majority report in favor of the administration.

Mr. Henry M. Stanley at the White House.

Among the visitors at the Executive Mansion to-day was Henry M. Stanley, who called to pay his respects to the President. He was cordially received, and ten or fifteen minutes were spent in conversing about his exploits in Africa.

Gray Coat Cadets for the Inauguration Ball.

The Secretary of War to-day addressed a letter to General Ruger, Superintendent of the Military Academy, informing him that the cadets could take part in the inauguration ceremonies on the 4th of March next. This privilege will delight the young bloods. They are expected to be on their good behavior, and woe to the cadet who forgets his dignity on that occasion.

The West Point Examination—Eighteen Cadets To Be Discharged.

The Secretary of War has received a report of the Examining Board at West Point announcing the result of last examination. Eighteen of the cadets nominated last year have been recommended for discharge. This is an unusually large number of failures. The vacancies will be filled next May. Among those dismissed were two of the President's appointees.

Rumored Financial Embarrassment of the Northern Pacific Railroad.

It is rumored that the financial embarrassment of the Northern Pacific Railroad is such that they are preparing to ask Congress for a guarantee of their bonds.

The Indian Appropriation Bill having been amended by the Senate, will be returned to the House, and will finally bring up in a conference committee. It remains to be seen whether the five Commissioners will be accepted as an investigating committee, or to provide for the taking of a complete census of all the Indian tribes.

The Curse of Corruption—Case of Senator Caldwell.

The Caldwell investigation before the Senate Committee on Privileges shows that there must be something rotten in Kansas. Governor Carney, who was a rival candidate, pocketed $15,000 as a reward for withdrawing from the contest, and then gobbled $7,000 more for electioneering expenses. Members of the Legislature generally wanted about one thousand dollars each, although some valued their vote at twice that sum. The question naturally arises, why did Caldwell, who is not a scholar or an orator expend money so liberally to secure a seat in the Senate? And the answer is a plain one, to be found in the pages of the *Congressional Globe* for the last session. Caldwell, a native of Pennsylvania, is the Kansas head centre of the great railroad ring directed from Harrisburg. Before he was warm in his Senatorial chair he began his work on railroad bills, bridge bills, Indian war claims and similar jobs. These railrod rings like to have representatives in Congress, and Caldwell did not probably pay anything from his own pocket, any more than a Northwestern Senator did who received $10,000 from Oakes Ames a few years ago to aid in defraying his election expenses. Whether the Senate will believe Caldwell's general answer that the witnesses lie or whether they will expel him remains to be seen. But the necessity for an example is manifest, and Caldwell will probably have to go. Who next?

Nominations Confirmed.

The Senate, in executive session to-day, confirmed the following nominations:—Kennett R. Cobb, to be a Supervisor of Internal Revenue; W. E. McMackin, to be Pension Agent at Salem, Ill. Collectors of Internal Revenue—Frank Reeder, of the Eleventh district of Pennsylvania; Jesse A. Hollzclaa, of the Fourth district of Georgia. Registers of Land Offices—C. F. Hornat, at Austin Nev.; Solomon Cooper, at Humboldt, Cal.

Value of the Real Estate of the District.

The Acting Secretary of the Interior transmitted to the Senate to-day the report of the Commissioners appointed to make a valuation of all the real estate in the District of Columbia belonging to the United States, except the public buildings, and also the grounds which have been dedicated to public use, as parks and squares. They report the total valuation at $16,186,335.

The Teton Sioux Not Mythical.

Acting Secretary of the Interior Cowan has replied to the House resolution calling for information relative to the Teton Sioux Indians, who, it has been alleged, have only a mythical existence. The papers submitted show that their proper name is Titwans; that they live entirely beyond the Mississippi, on that and the Titon Rivers, their territory extending over Cannon Ball River, and that they are a nomadic people, fine looking and brave, but with characteristic Indian treachery. They are under the care of the Indian agents of the Upper Missouri. The first treaty made with them, one of amity, was in 1815. They number over 6,000 souls. In 1803 Lewis and Clark computed their force at 850 warriors, and remarked that the bands of Sioux most known on the Missouri were the Tetons. The amount appropriated for these Indians in 1872 was $500,000, of which $380,000 were expended.

The Life-Saving Stations on the Jersey Coast in Good Condition.

Captain J. H. Merryman and Dr. Sawtelle, who had been detailed for the inspection of the New Jersey coast and the examination of life-saving stations, keepers and surfmen, have reported an excellent conditions of affairs. The coast is in a much better state than could have been expected, and everything relating to the life-saving service is in excellent order and condition. The whole length of the coast is patrolled day and night. Captain Merryman is of opinion that loss of life on the coast from shipwreck is scarcely possible during the season. Captain Faunce has just inspected the new houses at Cape Cod with a view to the final acceptance of such apparatus as can be placed in them this Winter. All that is necessary for ordinary appliance has been purchasd and will be immediately placed in the Cape Cod houses. Keepers and crews have been employed in accordance with the act of January, just approved.

VIRGINIA FINANCES.

Governor Walker's Special Message to the Senate—How to Reduce the Recognized Debt of the State to $26,000,000—The Sale of Railroad Bonds and Stocks and Non-Productive Property Recommended.

RICHMOND, Jan. 13, 1873.

Governor Walker to-day sent a special message to the Senate in response to a resolution from that body requesting him to give his views as to the best mode of raising money with which to pay the interest on the public debt and to defray the expenses of the State, &c.

The message recommends the reduction of the principal of the debt by the sale and application of the proceeds of the assets of the railroad bonds and stock and non-productive property of the State, by which the proportion of the debt assumed by Virginia will be reduced to $26,000,000, the annual interest upon which will be $1,560,000. It recommends certain changes and reforms in the State government, thereby reducing the annual expenses to $600,000. It recommends the equalization and correction of assessments and the more thorough assessment of personal property, by which the total assessed valuation of real and personal property will reach $400,000,000, the annual tax upon which will be $2,000,000. The tax from other sources is estimated at $800,000, making the total revenue $2,800,000, of which $400,000 is to be appropriated to schools, leaving a balance of $2,400,000 available to pay the interest on the public debt and pay the current expenses of the State government.

The Governor says the interest upon the bonds funded under the act of March 30th, 1871, that is, the Funding act, must be paid and no mode of avoiding it can be devised, even if we desired it. He shows that the interest due and unpaid on these bonds on the 1st of January, 1873, and that which will fall due by the 1st of January, 1874, will amount to nearly $2,600,000, which amount, added to the other indebtedness falling due during the current year, makes a total of over $4,260,000 to be provided for by the 1st of January, 1874. The Governor concludes by saying that his opinion has been deliberately formed, and every calculation and estimate carefully made, and if his recommendations are adopted every result stated will be realized.

A GREAT COAL MONOPOLY.

PHILADELPHIA, Jan. 13, 1873.

The annual report of the Reading Railroad, read at a meeting of the stockholders to-day, shows the total receipts for 1872 to be $12,125,038 and the net profits to be $8,630,542, being a decrease in the profits from the previous year of $945,444.

The total coal tonnage was 18,400,000 tons, being an increase over the previous year of 3,296,593 tons. The report says that the Philadelphia and Reading Coal and Iron Company now controls over eighty thousand acres of coal lands, upon which there are ninety-eight collieries. This company will mine this year between two and two and a half million tons, and, with the lands now under lease to other parties, the total production from its coal lands will reach 4,100,000 tons.

The managers have adopted a plan for the construction of additional steam collieries, the machinery of which it is proposed to build at the shops of the company. A ship yard is also to be established at Port Richmond for building and repairing the collier fleet.

Resolutions were adopted approving of the report and the various measures to be pursued.

FAILURE OF A COLUMBUS FIRM.

COLUMBUS, Ohio, Jan. 13, 1873.

The failure of Mercer & Co., extensive boot and shoe merchants, was announced to-day. Their liabilities are about thirty-five thousand dollars and their assets from fifteen to twenty thousand dollars.

SHIPPING NEWS.

WHITESTONE TELEGRAPH.

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

The 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 telegraph 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 the 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, LI.

Almanac for New York—This Day.

SUN AND MOON.		HIGH WATER.	
Sun rises	7 22	Gov. Island...morn	8 57
Sun sets	4 57	Sandy Hook...morn	8 12
Moon rises.....eve	5 51	Hell Gate.....morn	10 42

OCEAN STEAMERS.

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

Steamers.	Sails.	Destination.	Office.
France	Jan. 15	Liverpool	69 Broadway.
Wyoming	Jan. 15	Liverpool	29 Broadway.
Cimbria	Jan. 16	Hamburg	61 Broadway
Atlantic	Jan. 18	Liverpool	19 Broadway
City of Montreal	Jan. 18	Liverpool	15 Broadway.
Anglia	Jan. 18	Glasgow	7 Bowling Green
Main	Jan. 18	Bremen	2 Bowling Green
Denmark	Jan. 18	London	69 Broadway.
Spain	Jan. [illegible]	Liverpool	69 Broadway.
Idaho	Jan. 22	Liverpool	29 Broadway.
City of Antwerp	Jan. 23	Liverpool	15 Broadway.
Ville de Paris	Jan. 25	Havre	58 Broadway.
Minnesota	Jan. 29	Liverpool	29 Broadway.

PORT OF NEW YORK, JAN. 13, 1873.

CLEARED.

Steamship Albemarle, Stark, Norfolk—Old Dominion Steamship Co.
Steamship Chesapeake, Mangum, Portland—J F Ames.
Ship City of London (Br), Brown, Liverpool—R P Buck & Co.
Bark Huna (Nor), Hansen, Havre—Boyd & Hincken.
Brig Alma (NG), Pfalzgraf, Bilboa—C Tobias & Co.
Brig Zelinda (Ital), Villa, St Johns, PR—A P Agresta.
Brig Liberty, Devereux, Morehead City, NC—J E Ward & Co.
Schr T S McClellan, Kelly, Kingston, Ja—S De Cordova & Co.
Schr Charles Thompson, Post, Jacmel—I R Staples.
Schr Grasmere (Br), Macomber, Hamilton (Bermuda)—Peniston & Co.
Schr A A Holton, Gordon, Newbern, NC—J A Patterson.

ARRIVALS.

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

Steamship City of Merida, Timmermann, Vera Cruz Jan 1, Progreso 3d and Havana 8th, with mdse and passengers to F Alexandre & Son.

Steamship George W Clyde, Cole, Galveston Jan 3 and Key West 7th, with mdse and passengers, to C H Mallory & Co. Jan 11, Hatteras light bearing W by S, 14 miles distant, passed schr Hannah Little (before reported); had been stripped of sails and rigging, fore and mainmasts gone, mizzen still standing, vessel lying on her beamends.

Steamship Metropolis, Nickerson, Galveston Jan 3 and Key West 7th, with mdse to Lunt Bros. Had strong northerly winds.

Steamship Emily B Souder, Burdick, New Orleans Jan 4 and Southwest Pass 5th, with mdse and passengers to Frederic Baker. Had fine weather to Jupiter light; from thence strong gales from N to NNW up to lat 36; 12th inst, 40 miles SE of the lightship, passed steamships George Washington, San Jacinto, Montgomery and Champion, all bound south.

Ship Nearchus (new), Pierce, Newburyport 3 days, in ballast, to Lunt Bros. Will load for San Francisco.

Bark Osmo (Russ), Hannila, Shields 61 days, with mdse to H & F W Meyer; vessel to Tetens & Bockmann. Had fair winds in the North Sea and English Channel; took the southern passage; from Nov 18 to Dec 1 had heavy westerly gales; then fine weather to Jan 6, when we took a heavy squall from NW, in which lost foretopgallantyard and sail and outer jib; been 10 days west of Bermuda.

Bark Sjofna (Nor), Aaruldsen, Sunderland Sept 4 and Belfast Nov 13, with railway iron to Jay Cooke, McCulloch & Co; vessel to Funch, Edye & Co. Took the southern passage, and had a succession of variable gales to Dec 1; since moderate weather: was 7 days west of Bermuda.

Bark Gratitude (of London), Craig, Dublin 56 days, in ballast, to F Spring. Took the southern passage and had heavy gales from W to NW the entire passage; stove boat and bulwarks; been 8 days north of Bermuda; Nov 30, at 2:30 AM, was struck by lightning, at the time in the act of stowing foretopsail, which was afterwards blown away; all hands felt the shock, especially the man at the wheel and the man on the lookout; it also knocked Captain Craig down on the deck; something about the size of the cook's funnel of fire splashed in the water to leeward close by the ship, it blowing a gale and very dark at the time; Nov 27, lat 49 N, lon 13 W, spoke ship Rutlandshire, from Akyab for —.

Bark Horatio Sprague, Small, Boston 5 days, in ballast, to Vernon H Brown & Co.

Brig Rio De La Plata (Dutch), Remmers, Batavia Oct 5, with coffee to order. Passed Anjier Oct 6, Cape of Good Hope Nov 17, St Helena 30th, and crossed the Equator Dec 13, in lon 27 48 W; off Mauritius had strong S and SE gales for six days, and off Cape of Good Hope had heavy SW gales lasting 4 days; from thence fine weather to within 150 miles of Sandy Hook; from thence 3 days with heavy NW winds.

Brig Asteria (of Brixham), Cox, Rio Janeiro Nov 11, via Hampton Roads Jan 9, with coffee to Gesler & Co; vessel to G F Bulley. Crossed the Equator Dec 4, in lon 34 W; had variable weather; Dec 26th and 27th had a heavy gale from W to NNW.

Brig Hattie (of Boston), Cates, Old Harbor, Ja, Dec 14, via Delaware Breakwater Jan 11, with logwood to D N Wetzel & Co; vessel to Simpson & Clapp. Had heavy weather from the Straits of Florida to Hatteras; thence fine weather. Dec 18, Reuben G Smith, mate, a native of Barrington, NS, aged 36 years, was knocked overboard by the mainsail and drowned. Dec 28, in the Gulf, saw a vessel's boat, painted black outside and green inside, with davit attached, apparently but a short time in the water.

Brig Magdalen (of St John, NB), Thurmott, Port au Prince 17 days, with logwood, &c, to F Marquez; vessel to P I Nevius & Son. Had moderate weather; was 5 days north of Hatteras.

Brig Ponvert, Allen, Pensacola 16 days, with yellow pine to Thompson & Hunter.

Schr Flying Foam (of Brixham), Gortley, Prayhba, Brazil, 30 days, with sugar to order; vessel to Geo F Bulley. Had fine weather to Jan 10, lat 40 N; then took a heavy NW gale, and was drove off to lat 39; stove long boat and received other slight damage; was 6 days north of Hatteras.

Schr Louisa D (of St John, NB), Wagner, Maracaibo 23 days, with coffee, &c, to Perez & Obarrio; vessel to Heney & Parker. Had light NE and SE winds.

Schr Ricardo Barros, Newton, Havana 7 days, with oranges to J & T Pearsall; vessel to B J Wenberg. Had easterly winds to Hatteras; from thence 2 days, with fine weather.

Schr Mary Louisa, Gaskill, Washington, NC, 4 days, with naval stores to Zophar Mills.

Schr G B Smith, Purvis, Virginia.

Schr Bonny Boat, Kelly, Philadelphia 3 days, with iron to master. Is bound to New Haven. Was towed from Delaware Breakwater by steamtug John S Smith, Capt Cooley, by whom she will be towed to destination.

Schr Fannie Keating, Kane, Philadelphia.

The ship Jaime Cibils, which arrived on the 11th inst, is consigned to Dowley, Corners & Co (not as previously reported).

Passed Through Hell Gate.

BOUND SOUTH.

Brig Ocean Eagle, Foley, Providence for New York, in ballast, to S C Loud & Co.
Brig Nellie Gay, Noyes, New London for New York, in ballast, to master.
Schr J B Anderson, Wheatley, Fall River for Baltimore.
Schr Robert F Smith, Hanson, Boston for Philadelphia.
Schr Sallie Burton, Palmer, Stamford for New York.

BOUND EAST.

Steamship Chesapeake, Johnson, New York for Portland.
Steamship Glaucus, Bearse, New York for Boston.
Schr M W Griffing, Stocking, New York for New Haven.
Schr Mary A Hyer, Hyer, New York for Boston.
Schr Harvest Home, Smith, New York for New London.
Schr J W Wellington, Ford, Philadelphia for Boston.
Steamer Galatea, Nye, New York for Providence.

SAILED.

Steamship Arragon, for Bristol; ship Lord of the Isles, Liverpool; bark R Murray, Jr, Port au Prince; brig Favorite, Barbados.

Herald Marine Correspondence.

NEWPORT, RI, Jan 13, 1873.

The New York pilot boat Isaac Webb, arrived at this port last night, reports that on Saturday evening Capt D Nichols fell from the mast and fractured his leg. He will be taken to New York to-night via Sound steamer.

Marine Disasters.

STEAMSHIP POTOMAC (Br), from Philadelphia for Liverpool, before reported returned disabled, was repairing 12th, and would resume her voyage during this week.

BARK ARGENTINE (of Bangor), Gilkey, from Shields for Havana, before reported wrecked, sailed from the former port Dec 14 with a cargo of 837 tons of coal. The Capt states that the crew consisted of 3 officers and 10 men and a North Sea and Channel pilot, who was on duty at the time of the disaster. The wind light from ESE, kept working along the coast in the usual track. On the 17th experienced a heavy SE gale; after the gale threw a part of the cargo overboard to right the ship, as the gale left us with a strong list to port; worked out through Hasborough Gut on the 19th, wind still from SE; continued working to SSW between the Kentish Knock and the Galloper Sands till midnight. We were then to SSW of the Galloper lightvessel, weather looking bad, with frequent rain showers; stood to the eastward under short sail to get sea room, anticipating heavy weather. On the 21st, at 7:30 AM, Galloper lightvessel bearing W, set topgallantsails; the pilot said she would fetch past the shoal; soon after 8 AM the wind broke her off to WSW; it being showery the pilot went up the forerigging to look for the lightship; came down and aft, and said he saw it and we should have to tack, as he did not think we could fetch past. He then gave orders to haul up the mainsail and get ready to tack, and while in the act of doing so the ship took the ground, striking heavily aft. We succeeded in getting her head round to SE, but she still held aft and her head went round to NE by E, taking the ground the whole length. It being low tide we expected to get her off as the tide flowed. She made little or no water until 11:30, when she filled. We set signals of distress, and the fishing smack Elisha, of Ramsgate, ran down to us. The sea was then breaking over the tops of the houses. We packed a part of our things until the sea compelled us to leave the cabins and throw them overboard. Nine of the crew were on the jibboom, officers, steward and pilot on the after house. The smack's boats could only come under the jibboom to take the men, and we could not get forward. We succeeded with great difficulty in getting the ship's boat overboard and into her, and drifted away without oars or anything till picked up by the Elisha and landed at Ramsgate at 10 PM 22d. When we left the sea was making a clean breach over her. She was fast breaking up, and it was impossible to save anything from the wreck.

BARK CARIOLAN (NG), Von Bremen, at Philadelphia 11th from Bremen, reports Nov 19, lat 50, lon 32, experienced a severe gale from W to NNW, which lasted 48 hours, during which sprung mainmast, broke rudder, lost storm and lower topsails, and received other slight damage.

BRIG E A BARNARD, at Philadelphia 12th from Turks Islands, reports that during the ice jam at the Breakwater, 28th ult, was obliged to slip both anchors and chains to prevent colliding with other vessels, and was saved from going ashore by tug Major; also had bobstays and martingales carried away; afterwards recovered one anchor and chain; 9th inst, coming up the bay, lost jibboom in a squall; while with a fleet of other vessels in the Horseshoe lost foreyard, and sprung foretopsailyard and had rigging and rails much damaged by the ice forcing them in collision with other vessels.

BRIG MORNING LIGHT, from Demarara for New York, before reported ashore near Henlopen light, was gotten off morning of 13th in good condition.

SCHR ENTERPRISE, from Bangor for Saco, was abandoned, no date, on Georges Banks (before reported). Capt Peters, of brig Qui Vive (Br), at Lockport, NS, Jan 4, from Inagua, reports:—Dec 31, lat 38 16, lon 65 12, boarded Am schr Enterprise, Geo A Brown master, from Bangor Nov 21 for Saco, waterlogged and abandoned, lumber laden, mainmast cut away, deck torn up; no provisions on board; appeared as if crew had lately left her; brought away captain's trunk, containing clothing, ship's papers, &c; also charts and tool chest and some female's clothing. The only thing living on board was a cat, which was taken off.

SCHR NELLIE SCOTT—A letter received at Eastport by the owners of the schr Nellie Scott, from Capt Milan, reports that the schooner had a very rough passage from St Martins, WI. She was bound for Eastport, with a cargo of salt, but managed to put into Wood's Hole on the 31st ult, with loss of about all of her sails, mainboom broke, and in a leaking condition. The first mate had his hand sprained and the second mate his fingers badly frostbitten. The vessel was iced up badly, and they were fortunate in reaching a port.

SCHR COL ELLSWORTH, at Baltimore 10th from Charlottetown, PEI, reports that on the 5th inst, 29 miles NE of the Capes of Delaware, with the wind from SSE, was struck by a squall from SSW and thrown on her beamends; lost jib and split foresail. Mr McDonald was washed overboard, but was saved.

SCHR RAVEN'S WING, from Philadelphia for Salem, before reported abandoned, hailed from Stonington, and was owned in Westerly. She was comparatively a new vessel, built about three years ago.

SCHR ROBERT PALMER, from Boston for Mobile, put into Newport 13th inst, having sprung a leak at sea during the gale on the night of the 11th.

The bottom of ship Peruvian, containing considerable tin, was found on the 7th inst about two miles north of Highland light, Cape Cod, and less than one mile from the bark Francis, still lying ashore. It lies upon the edge of the outer bar, heading southwesterly, or nearly along shore. Thirteen bodies have been recovered from the wreck, nine of whom have been identified. Mr Bates, of Cohasset, has contracted to recover the block tin for a salvage of 15 per cent of its value.

STEAMER JAMES A GARY, Hall, at Baltimore 11th from Newbern, NC, reports a large number of schooners anchored off North Point in the ice. Capt Hall towed the schr Eleanor Doe to Baltimore, which vessel was cut through by the ice, and was only kept free by her pumps being kept constantly going.

ST JOHN, NB, Jan 10—The brig Florence, lately arrived from Boston with a case of smallpox on board, which has been lying in quarantine, broke from her anchorage off the Ballast wharf during the southeasterly storm yesterday, and grounded on the beach on the southern side of the Railway wharf, Carleton. She was got off and moored to the wharf; no serious damage done.

Miscellaneous.

We are under obligations to the purser of the steamship City of Merida, from Havana, &c, for the prompt delivery of our files, despatches, &c.

We are indebted to Captain Cole, of the steamship Geo W Clyde, from Galveston via Key West, for courtesies.

STEAMSHIP CITY OF WASHINGTON, seventeen days from Liverpool for New York, put into Boston yesterday morning short of coal, having experienced a very rough passage, with constant westerly gales and high seas. She has sustained no damage, and will resume her voyage as soon as a supply of coal can be put on board. Her mails were landed at Boston, to be forwarded to New York by rail. She has 103 steerage passengers, but none in the cabin.

SHIP CELESTIAL EMPIRE, 1630 tons, built at Boston in 1852, metalled last Autumn, now at New Orleans, has been sold at a private price, and will load ship timber at Brashear City, La, for the Mare Island Navy Yard, California, on purchaser's account. She will still hail from New York.

BARK HELEN SNOW (whaler) was sold at auction at San Francisco Jan 4, under an order of the United States District Court. She was knocked down at $4060. The oil, bone and materials on board sold for about $3000 more, making a total of about $7000.

The wreck of the schr New Dominion was sold at auction at Grand Menan on the 4th inst. The hull, sails, rigging and one anchor brought $290. They were purchased by parties on the island; 280 bbls of flour were bought by parties from Eastport and the balance by Grand Menan parties.

The Cape Breton Times of the 4th inst says:—"The harbor of Port Caledonia is still open, and vessels are loading coal."

SHIPBUILDING—There are now on the stocks in process of building, between Haverhill and Newburyport, inclusive, two ships of 1360 tons each, one bark of 900 tons, one brig of 450 tons, two 3-masted schooners of between 400 and 500 tons, and one schooner of 220 tons.

The frame of a large vessel is nearly up at Neal's shipyard, Kittery, Me.

ALEXANDRIA, Jan 11—Last night was one of the coldest nights of the season, and what few hopes there were left of an early opening of the Potomac have been entirely dissipated. Boats on runners and sleds drawn by men and boys have been crossing and recrossing the river all day, and the ice is thicker now than it has been at any previous time this winter. Navigation was opened from Quantico down yesterday morning, and one vessel arrived at and one sailed from that point, but it was closed again in the afternoon, and it is now completely obstructed.

BRISTOL, RI, Jan 11—The schr George W Whitford, Capt Eddy, from Providence for Mayaguez, PR, was towed to this port on Wednesday evening by a steamtug, and on Thursday morning got under way, and after proceeding as far as Sandy Point (Prudence) and finding the passage was completely blocked by ice, with no prospect of forcing a way through, returned, and is still at anchor in our harbor.

EASTPORT, Jan 8—A number of Western bound schooners have been lying at Broad Cove, waiting for a chance to go on, for the last week or two.

Notice to Mariners.

The Boston pilots herein give notice that on and after Monday, Jan 13, there will be a boat stationed off Cape Cod, between Highland light and Race Point light. Said station boat will be designated by a blue and white flag, known as the pilots' signal No 3; night signal a flash light. Vessels bound to Boston and wishing the services of a pilot to make a signal by rockets or flash lights.

Spoken.

Brig Almon Rowell, from — for Portland, Jan 9, Absecom light bearing NW by W 12 miles (by pilot boat Mary E Fish, No 4).

Foreign Ports.

BROUWERSHAVEN, Dec 23—Arrived, Frigate Bird, Von der Lippe, Philadelphia; Wilhelmina, Willenbrink, New York; Duisberg, Holljes, Helvoet for Baltimore.

BILBOA, Jan 1—Arrived, bark D McPherson (Br), Doady, Philadelphia via Halifax (19 days from the latter port).

BATAVIA, Nov 12—Arrived, Thos Fletcher, Pendleton, Buenos Ayres.

CARDIFF, Dec 23—Entered out, Askov, Marcussen, New Orleans.

CROOKHAVEN, Dec 24—Put in, John L Dimmock, Lincoln, from Savannah for Bremen.

CALCUTTA, Dec 24—Arrived, Tirrell, Morgan, Maulmain.

CIENFUEGOS, Jan 3—Arrived, bark Sam Shepperd, Evans, Pensacola; brig Ringwood (Br), Irwin, New York.

Sailed 2d, bark Augusta C Small, O'Brien, Pensacola.

DEAL, Dec 24—Arrived, Barham, Rich, London for Pensacola (and anchored).

GRIMSBY, Dec 24—At anchor, Usko, Sundqvist, from Hull for Baltimore.

HELVOET, Dec 23—Arrived, John Campbell, Morrissey, and W H Jenkins, Seeley, Philadelphia.

HAVRE, Dec 23—Arrived, John Potter, Wyman, New Orleans.

Sailed Jan 13, 10 AM, steamship Humboldt (NG), Arnold, New York.

HAVANA, Jan 5—Arrived, schr Henry Adelbert, Crowell, Boston; 6th, bark Rebecca Caruana, Johnson, Matanzas; brig E H Rich, Paine, Wiscasset; 7th, schr Hattie G McFarland, McFarland, do.

Arrived 12th, brig Callao, from Picton.

Sailed 6th, steamship Canadian (Br), McKenzie, New Orleans; ship Choice (Br), Anderson, do; schr Cataluna (Sp), Garraton, Pensacola.

Cleared 4th, brig S V Merrick, Lippincott, Philadelphia.

LIVERPOOL, Jan 10—Arrived, bark Hochalaga (Br), Richardson, Mobile.

Sailed Dec 28, Morning Light, Cheston, Calcutta.

Cleared 24th, Hudson, Nichols, Philadelphia; Rowena, Watson, New Orleans.

Entered out 24th, City of Montreal (s), Kennedy, for New York; Celeste Clark, Foster, Boston; Frederica & Caroline, Lotengsen, Baltimore; Enigma, Whitehouse, Savannah; Granton, Rowlands, Charleston.

LONDON, Dec 24—Arrived, Florence Baker, Perry, Philadelphia.

Cleared 24th, Nile, Meyer, Doboy.

LYTTELTON, NZ, Oct 23—Arrived, Grace Darling, Bliven, Puget Sound.

MALAGA, Jan 10—In port bark Spark, Hopkins, from Boston, disg.

MATANZAS, Jan 3—Arrived, bark Andes, Davis, Portland; 4th, schr Rebecca M Smith, Grace, Philadelphia.

Sailed 4th, bark Sunrise (Sp), Roig, New Orleans; brigs Deborah S Soule, Soule, New York; Minnie Miller, Leland, do; Sarah L Hall (Br), Davis, Boston; 5th, Antelope, Randall, New York; schr S W Wheeler, north of Hatteras.

NEWPORT, Dec 23—Entered out, Lillie Soullard, Webster, for New York.

PENARTH, Dec 24—Arrived, bark Shamrock, Dow, Hamburg.

PERNAMBUCO, Dec 18—In port bark Kohinoor (Br), Cooper, from New York, disg; brigs John H Kennedy, Rich, from do, do; Arthur Eggleso, Peake, for do in 4 days; Jaboatao (Braz), Cunha, for do 2 days; Florence (Br), Holmes, for do 2 days.

Sailed 18th, brig Bertha Carrington (Br), for Delaware Breakwater for orders.

PORT AU PRINCE, Dec 26—In port brig S E Holbrook, for Inagua, to load for Boston; schr Mary A Holt, unc.

PORT LEMON, Dec 11—In port bark Northwood (Br), Stock, unc.

QUEENSTOWN, Jan 11, 8 PM—Arrived, steamship Wisconsin, Freeman, New York for Liverpool (and proceeded).

ROUEN, Dec 21—Arrived, George Peabody, White, New Orleans.

SOUTHAMPTON, Jan 13, 10 AM—Arrived, steamship Graf Bismarck (NG), Nordenholt, West Indies for Bremen.

SWANSEA, Dec 23—Entered out, Amoy, McKenzie, for Providence.

SAMARANG, Nov 11—Sailed, Constantine, Jones, for America.

SAGUA, Jan 4—Arrived, brig Daring, McDonald, Portland; schr L & M Knowles, Peterson, Machias.

ST JOHN, NB, Jan 10—Cleared, brigs C E Pickering, Torrey, Havana; Anna Lindsley (Br), Dunn, Cardenas; schr Lizzie K, Starratt, Havana.

American Ports.

BOSTON, Jan 11—Arrived, steamer Achilles, Colburn, Philadelphia; schrs Pereaux (Br), Borden Demarara; B F Lowell (of Saco), Leavitt, Charleston; F H Odiorne, Crowell, Baltimore; Z L Adams, Robbins, Philadelphia; F Nickerson, Kelly, South Amboy; Sullote, Dexter, Elizabethport; Addie Walton, Rich; B L Sherman, Jones, and A Mayford, Shute, Port Johnson; Edward Kidder, Baker, and Oliver Jameson, Jameson, Hoboken; Ann, Stratton, do.

Cleared—Steamships Mercedita, Marshman, Charleston; Roman, Baker, Philadelphia; Nereus, Bearse, New York; schrs Oriole, Baker, Norfolk via Wood's Hole; Joseph Baxter, Baxter, Rockport, Me, to load for a Southern port.

Sailed—Steamships Wm Crane, Mercedita, Roman, Nerius, and Alhambra; barks Mercurio, Esther, and Madone.

12th—Arrived, steamship Hecla (Br), McDowell, Liverpool; schrs M E Rockhill, Rockhill, Baltimore; Henry N Squire, Wixon, Philadelphia; Everglade, Shaw, Hoboken.

Sailed—Steamship Texas.

13th—Arrived, steamship City of Washington (Br), Delamotte, Liverpool for New York, put in for coal; Wm Kennedy, Foster, Baltimore; bark Starlight, Seavy, Mobile; brig Constantine (Br), Kendrick, Surinam; schrs Eliza Ann Hooper, Hooper, and M W Drew, Perkins, Jacksonville.

Also arrived 13th, steamships Wm Lawrence, Hallett, Baltimore; Leopard, Hughes, Philadelphia; Neptune, Baker, New York.

BALTIMORE, Jan 10—Arrived, bark Maria (Br), Sheldrake, Boston; brigs Bessie (Br), Wensel, St Jago and Guantenamo; H B Jones (Br), Wolfe, Demarara; Minnehaha (Br), Morrel; Georgiana (Br), Bartling, and Alice Abbott (Br), Crowell, do; schrs W E Duryea (Br), Nicholson, and Prairie Bird (Br), Caldwell, do; Col Ellsworth, Charlottetown, PEI; H L Slaight, Willetts, New York; John J Ward, Foley, Jersey City.

11th—Arrived, steamship McClellan, Howes, Boston via Norfolk; barks Maggie V Hugg, Hugg, Rio Janeiro; Mary (Swed), Olsen, Liverpool; Mathilde (NG), Krenzien, Dublin, I; brigs Clyde (Br), Protheroe, Rio Janeiro; Semper Fidelis (Br), Melhuish, Demarara; schrs Freeman, McMillen, and Mayor Jones, Sparrow, New York.

Cleared—Steamship McClellan, Howes, Providence via Norfolk; barks Jupiter (Aus), Rodinio, Cork or Falmouth for orders; Stadsraad Broch (Nor), Jonassen, Bremen; brig Prestissimo, Barnes, Rio Janeiro; schr Helen A Locke, Gray, Nassau.

12th—Arrived, steamships Arcadian (Br), Wilson, Halifax; Blackstone, Hallett, Boston via Norfolk; bark Imperador, Pillsbury, Pernambuco; brigs Lempi (Rus), Franzen, Bristol, E, via Cadiz; Caroline Gray, Turks Island.

BRUNSWICK, Ga, Jan 7—Arrived, schr J T Alberger, Corson, Savannah.

BRISTOL, Jan 11—Sailed, schr Geo W Whitford, Eddy (from Providence), Mayaguez, PR.

BEVERLY, Jan 11—Arrived, schr Julia A Crawford, Young, Elizabethport for Danvers.

Sailed—Schr Flora A Newcomb, Harding, Tangier.

CHARLESTON, Jan 13—Arrived, schr Equator, from Nassau, NP.

EASTPORT, Jan 3—Sailed, schr Marcia Reynolds, Matanzas.

FORTRESS MONROE, Va, Jan 13—Arrived, brig Naioden, from Rio Janeiro, for orders.

Passed out—Bark Kavernbiter (Nor), Torjusen, from Baltimore for Great Britain; brig Dudley, Gamage, from do for Paysandu.

JACKSONVILLE, Jan 4—Arrived, schrs Gamma, Huntley, New Haven; 6th, Addie L Cutler, Smith, Hyannis; Annie J McKeen, McKeen, —.

Cleared 3d, schrs Chas Sawyer, Anderson, Boston; 4th, Bella Russell, Smith, Philadelphia; 6th, Eureka, Strout, Boston; Etta May, Dix, do; 7th, Dione, McDonald, do; A E Valentine, Baylis, Wilmington; 8th, Beta, Brown, Baltimore; J W Maitland, Colcord, St Martin's, WI.

KEY WEST, Jan 11—Arrived, steamship City of Houston, Deering, Galveston for New York (and proceeded).

Arrived at do Dec 31, schr Ellen Perkins, Mitchell, Bangor.

MOBILE, Jan 8—Cleared, brig Glorias de Masnon (Sp), Millett, Barcelona.

NEW ORLEANS, Jan 8—Arrived, steamship United States, Burdick, New York.

Cleared—Ships Rowantree (Br), Berry, and J A Thompson, Thompson, Liverpool.

12th—Arrived, steamship Mississippi, Crowell, New York.

Sailed—Steamship United States, Halsey, New York.

SOUTHWEST PASS, Jan 8—Sailed, ships Ocean Pearl, Marlborough, Sea King; bark Sagadahoc; brig Lurline.

NEWBURYPORT, Jan 10—Arrived, schr Benjamin, Crossman, New York.

NEWPORT, Jan 10, PM—Arrived, schrs N H Skinner, Haynes, and H B Diverty, Nickerson, Providence for New York; Louisa A Johnson, Mahlman, Philadelphia for Providence.

Sailed—Schrs Dictator, Robbins; Benj S Wright, Ryder, and Matchless, Gray, Providence for Virginia; John B Chaffee, Newell, and Agnes, Chester, do for New York; H B Diverty.

Also sailed, brig Sarah & Emma, Carter, Providence for Richmond, Va.

PASS CAVALLO, Jan 5—Arrived off the bar, schr Mary E Woodhull, from New York.

Sailed—Schrs Mary Webster, Wentworth, and Henry A Taber, Benson, Pensacola.

Ready for sea at the bar, brig Belle of the Bay, Williams, New York.

PENSACOLA, Jan 6—Arrived, ship Caspian (Br), Williams, Barbados; 7th, bark Targanhall (Br), Liddie, Greenock; 9th, ship Flying Cloud (Br), Buch, London.

PHILADELPHIA, Jan 11—Arrived, bark Cariolan (NG), Von Bremen, Bremen; India (NG), Lepschinsky, London; steamtug Restless, Seaman, New York.

Cleared—Steamships Catharine Whiting, Harding, Providence; Norman, Nickerson, Boston (and both sailed); brig John Welsh, Jr, Vanselow, Sagua; schr Ontara, Spraguo, Cienfuegos; Ruth Baker, Collins, Barbados.

12th—Arrived, steamship Aries, Whelden, Boston; barks Stabbestad (NG), Nielsen, Gottenberg; Circassian (Br), Amy, Rio Janeiro; Jans Nielsen (Nor), Anderson, Shields; Akhera (Rus), Astrom, Newcastle, E; Emelia (Rus), Granberg, Belfast; Emmanuel (Swed), Hayberg, Gottenberg; brigs E A Barnard, Willeby, Turks Island; Johannes (NG), Gahrs, Pernambuco; Valencia (Sp), Cano, Havana.

13th—Arrived, steamship Volunteer, Crossman, New York.

LEWES, Del, Jan 13—In port schrs T T Parker, from New York; Annie, May, from Boston—both for Philadelphia.

NEWCASTLE, Del, Jan 13—Passed in for Philadelphia, steamships Severn (Br), Bland, from Liverpool; Hunter, Sherman, from Providence.

PORTLAND, Jan 11—Cleared, steamships Moravian (Br), Graham, Liverpool; Manitoban (Br), Archer, do via Baltimore; bark Samuel B Hale, Matthews, Buenos Ayres.

PROVIDENCE, Jan 11—Arrived, schrs Wm M Jones, Davis, New Orleans; Nellie M Snow, Snow, Virginia; Paragon, Shute, Port Johnson; John Stockham, Hart, Hoboken; Empress, Kennedy, New York; Brazos, Tyron, do.

Sailed—Steamer Hunter, Sherman, Philadelphia; schr Titmouse, Handren, Virginia.

12th—Arrived, Steamers Alliance, Nickels, and Centipede, Willets, Philadelphia. Below, schr Louisa A Johnson, Mahlman, Philadelphia.

RICHMOND, Jan 11—Arrived, steamship Wyanoke, Couch, New York.

Sailed—Schrs Mary E Turner, Asay, and John T Williams, Newberry, New York via lower James.

SAVANNAH, Jan 13—Arrived, schr Emma F Hart, Sargent, Providence.

Sailed—Ship La Gloire (Br), Roos, and Rossignol (Br), Kelly, Bremen; schrs Nancy W Smith, Tooker, Rio Janeiro; Sarah Woods, Jacksonville.

SALEM, Jan 11—Arrived, schr Geo A Pierce, Kelly, New York.

Cleared—Schr Cayenne, Keene, Cayenne.

Sailed—Schr Warren Sawyer, Crie, Baltimore.

MISCELLANEOUS.

ART SALE.

THIS (TUESDAY) EVENING, also Wednesday evening, at the Clinton Hall Salesrooms, Astor place.

Mr. WALTER MANTON'S entire collection of fine Paintings and Water Colors, selected and purchased personally by himself in Europe.

Mr. Manton begs to mention that he is responsible for the authenticity of every Picture in his collection.

The Messrs. LEAVITT, Auctioneers.

A.—ROYAL HAVANA LOTTERY OF CUBA.

OFFICIAL DRAWING, JANUARY 8, 1873.

No.	Prize.	No.	Prize.	No.	Prize.	No.	Prize.	No.	Prize.
32	$300	6384	$300	12511	$500	17615	$300	23894	$300
45	300	6434	300	12524	300	17627	300	23934	500
87	300	6442	300	12582	300	17646	300	24013	300
112	300	6466	300	12697	300	17656	50000	24025	300
285	300	6468	300	12699	300	17719	300	24110	500
288	300	6474	300	12717	300	17720	300	24167	300
338	300	6489	300	12722	300	17746	300	24194	300
411	300	6498	300	12738	300	17748	300	24254	300
539	300	6514	500	12742	500	17788	300	24263	300
645	300	6550	500	12781	300	17799	300	24327	300
703	300	6600	300	12807	300	17878	300	24364	300
738	300	6703	300	12854	500	17904	300	24405	500
772	300	6754	300	12883	300	17981	300	24425	300
922	300	6760	300	12918	300	18128	500	24446	300
932	300	6818	300	13023	1000	18147	300	24459	300
956	300	6854	300	13050	300	18193	300	24461	300
976	500	6955	300	13130	300	18236	300	24540	300
1027	500	7026	300	13144	300	18252	300	24547	300
1033	300	7055	300	13160	300	18261	300	24567	300
1034	300	7077	300	13187	300	18288	300	24593	300
1056	300	7082	300	13201	300	18489	300	24600	300
1078	300	7095	300	13218	300	18515	500	24688	300
1157	300	7248	300	13289	300	18560	300	24690	300
1204	300	7336	300	13333	300	18617	300	24792	300
1222	300	7339	300	13354	300	18642	300	24809	300
1255	300	7357	300	13366	300	18664	300	24906	25000
1316	300	7405	300	13481	300	18740	300	24948	300
1343	300	7426	300	13491	300	18758	300	25050	300
1404	300	7444	300	13627	300	18771	300	25067	200
1418	300	7447	300	13642	300	18801	300	25174	300
1505	300	7491	300	13695	300	18880	300	25233	300
1531	300	7495	300	13742	300	18885	300	25251	300
1554	300	7516	500	13819	300	18892	500	25280	300
1645	300	7603	300	13843	300	18967	300	25292	300
1684	300	7645	300	13949	300	19083	300	25295	300
1766	300	7647	500	13974	300	19087	300	25308	500
1871	300	7654	300	14052	300	19140	300	25415	1000
1872	500	7660	300	14064	300	19153	300	25457	300
1875	1000	7691	300	14094	300	19155	300	25467	300
1994	300	7692	300	14111	300	19158	300	25491	300
2033	300	7716	300	14144	300	19185	300	25519	500
2178	500	7781	300	14157	300	19189	300	25536	300
2200	300	7797	500	14167	300	19355	300	25557	200
2231	300	7843	300	14210	300	19357	300	25585	300
2361	300	7845	300	14403	300	19368	300	25688	300
2430	1000	7904	300	14461	300	19400	300	25697	300
2473	300	7907	300	14493	300	19461	300	25717	300
2479	300	7925	300	14501	300	19548	300	25742	300
2487	300	7960	300	14533	300	19566	300	25808	300
2516	1000	7977	300	14583	300	19596	300	25851	500
2534	300	8105	300	14663	300	19601	300	25904	300
2565	300	8320	300	14672	300	19633	500	25969	300
2569	300	8333	300	14701	300	19637	300	25986	300
2570	300	8345	300	14716	300	19702	500	26060	300
2573	500	8354	300	14743	300	19727	1000	26132	300
2667	300	8397	300	14758	300	19735	300	26156	300
2749	300	8398	300	14886	300	19770	300	26200	300
2750	300	8426	300	14911	500	19826	300	26243	300
2790	300	8474	300	14956	500	19933	500	26402	500
2814	300	8512	300	15029	300	19954	500	26437	300
2818	300	8517	300	15076	300	20033	300	26568	300
2832	300	8614	300	15107	300	20043	300	26605	300
2833	300	8809	300	15116	300	20078	500	26681	300
2857	300	8818	300	15141	300	20114	300	26683	300
2865	300	9007	300	15146	300	20227	300	26700	300
2875	500	9030	300	15201	300	20306	300	26826	300
2881	300	9068	300	15207	300	20319	300	26860	300
2905	300	9153	300	15217	300	20452	300	26870	300
2998	300	9496	500	15231	300	20488	300	26907	300
3060	500	9543	300	15240	300	20507	300	26917	1000
3070	300	9655	500	15258	300	20528	300	27068	300
3090	300	9699	300	15293	300	20617	300	27085	500
3107	300	9701	300	15308	300	20619	300	27148	300
3134	300	9751	300	15324	300	20688	300	27181	300
3149	300	9764	300	15371	300	20719	500	27214	500
3296	300	9811	300	15374	300	20756	300	27294	300
3378	300	9833	300	15380	300	20765	300	27353	300
3385	500	9862	300	15381	300	20771	300	27367	500
3411	300	9982	500	15394	300	20783	300	27378	300
3428	300	9988	300	15431	300	20999	300	27454	500
3510	300	10025	500	15451	300	21006	300	27473	300
3589	300	10103	300	15590	300	21031	1000	27522	300
3623	300	10112	300	15603	300	21036	300	27529	500
3672	300	10140	300	15611	300	21046	300	27533	300
3680	300	10143	300	15717	300	21056	300	27576	300
3728	300	10145	300	15725	500	21063	300	27588	300
3749	300	10163	300	15726	500	21101	300	27595	300
3779	300	10189	300	15728	5000	21108	300	27612	300
3807	300	10250	300	15767	300	21111	300	27642	300
3816	500	10278	500	15799	300	21263	300	27725	300
3823	300	10288	500	15829	300	21293	300	27871	300
3909	300	10304	300	15839	300	21346	300	27954	300
3989	100000	10320	300	15848	300	21367	500	27990	300
4000	300	10414	300	15852	300	21438	500	28063	300
4021	300	10418	300	15873	500	21474	300	28141	700
4095	300	10422	500	15877	300	21507	300	28188	300
4115	300	10490	300	15900	300	21525	300	28202	300
4130	300	10531	300	15904	300	21557	300	28204	500
4147	300	10562	10000	15950	300	21582	300	28209	500
4159	300	10582	300	15966	300	21657	500	28289	300
4183	500	10672	300	16056	300	21696	300	28299	200
4212	300	10695	300	16138	300	21765	300	28311	500
4270	300	10704	300	16205	300	21823	500	28388	300
4286	300	10710	300	16245	300	21857	300	28428	300
4432	300	10752	300	16253	300	21864	300	28460	300
4447	300	10842	300	16339	300	21888	300	28486	300
4459	300	10846	300	16346	300	21987	300	28534	300
4503	300	10886	500	16381	300	21990	300	28559	300
4507	300	10887	300	16420	300	21993	300	28588	300
4512	300	10921	300	16505	300	22038	300	28591	300
4554	300	10922	300	16535	300	22143	300	28608	300
4561	200	11017	300	16547	300	22273	300	28682	300
4572	300	11074	300	16575	300	22278	500	28718	300
4587	300	11111	300	16639	300	22419	300	28761	500
4591	300	11115	300	16640	300	22509	300	28858	300
4627	200	11196	300	16656	300	22510	500	28884	300
4653	300	11201	300	16696	300	22576	500	28915	300
4671	500	11218	300	16707	300	22650	300	28982	300
4711	300	11222	300	16761	300	22797	300	28986	300
4729	300	11454	300	16789	300	22867	500	29025	300
4752	300	11468	300	16805	300	22876	300	29069	300
4842	300	11537	300	16822	300	22901	300	29071	300
4885	300	11554	300	16896	300	22929	300	29084	300
4886	500	11557	300	16932	500	22931	300	29097	300
4903	300	11563	300	16938	1000	22975	300	29322	500
4952	300	11624	500	17054	300	23015	300	29333	300
5022	500	11631	300	17093	1000	23036	300	29336	300
5070	300	11665	300	17096	300	23124	300	29345	300
5095	300	11687	300	17135	300	23139	300	29353	500
5124	300	11725	300	17150	300	23136	300	29358	300
5126	300	11749	300	17160	300	23239	300	29382	300
5261	5000	11767	300	17180	300	23305	300	29454	300
5335	300	11842	300	17186	300	23335	300	29455	300
5490	500	11852	300	17192	300	23381	300	29492	500
5503	300	11909	300	17233	300	23385	500	29528	300
5529	300	11943	300	17323	300	23393	300	29554	500
5653	300	11972	300	17346	300	23447	300	29630	300
5760	300	11974	300	17349	300	23454	300	29674	300
5812	300	12003	300	17368	300	23468	300	29685	300
5915	500	12131	300	17400	300	23480	300	29688	300
6035	300	12142	300	17408	300	23513	300	29706	300
6078	300	12229	300	17470	500	23596	300	29773	300
6100	300	12249	300	17471	300	23725	300	29780	300
6124	300	12283	300	17472	300	23796	300	29800	300
6130	300	12286	300	17507	300	23820	300	29820	500
6131	300	12368	300	17533	300	23836	300	29889	300
6191	300	12371	500	17541	500	23842	300	29994	300
6276	300	12399	500	17588	300	23864	300	29996	300
6375	300	12423	300						

APPROXIMATION PRIZES.

$100,000.		$50,000.		$25,000.		$10,000.		$5,000.	
3981	$500	17651	$300	24901	$200	10561	$200	5260	$100
3982	500	17652	300	24902	200	10563	200	5262	100
3983	500	17653	300	24903	200	10564	200	15727	100
3984	500	17654	300	24904	200	10565	200	15729	100
3985	500	17655	300	24905	200	10566	200		
3986	500	17657	300	24907	200	10567	200		
3987	500	17658	300	24908	200	10568	200		
3988	500	17659	300	24909	200	10569	200		
3990	500	17660	300	24910	200	10570	200		

J. B. MARTINEZ & CO., Bankers, 10 Wall street. Post office box 4,685, New York.

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A.—HERALD BRANCH OFFICE, BROOKLYN, corner of Fulton avenue and Boerum street. Open from 8 A. M. to 9 P. M. On Sunday from 3 to 9 P. M.

CORNS, BUNIONS, NAILS, JOINTS, &C., CURED without pain by Dr. RICE and assistants, 208 Broadway, corner Fulton street. Patients attended at residences if desired. CORN CURE by mail 50c.

DEATH FROM DISEASE OF THE KIDNEYS AND Bladder would have been Napoleon's fate in a short time had no operation been performed is the report of his physicians after the autopsy. I will contract to cure the diseases of these organs with the BETHESDA SPRING WATER. Office 200 Broadway, N. Y. Dr. HEATH, Agent.

DR. J. SCHENCK, OF PHILADELPHIA, WHO FOR the last 35 years has devoted his attention exclusively to the cure of pulmonary diseases, will again be at his consultation rooms, 32 Bond street, New York, on Tuesday, the 21st inst., where advice will be given free to all, but for a thorough examination with the Respirometer the charge will be $5.