THE CAPTURED VIRGINIUS.

One Hundred and Seventy-five Men on Board of Her-What the Spanish Consul Says.

The capture of the Virginius has excited profound feeling among the Cuban residents of the city. It has been, since the news arrived, the cause great grief to these whose constant thought is the liberation of their native island, and especially has the loss to the insurgents in the field been the cause of appropance to their friends here. In Cuban circles yesterday the subject of the unfortunate capture was discussed with feelings of genuine regret and almost despair. Most of the men on board the Virginius were known to their countrymen in this city, they having shipped from here for Kingston, where the Virginius awaked them, and this fact adds to the interest taken in the capture. In Spanish circles hostile to Cuba libre the capture of the Virginius has ed pleasurable excitement, as it must neces-

Sarriy prove most hurtful to the insurgents. The Wirginius had large winter stores on board, which should have proved useful to the men in the wilds. A HERALD reporter called yesterday on the Spanish Consul in this city, and, in a conversation with him about the capture, the Consul stated that the had no information in his possession beyond that already published, except the fact, telegraphed to him by the Captain General of Cuba, that the number of men captured on board the Virginius was 175, exclusive of the crew. The Consoil had received no intelligence from Cuba beyond this one

received no intelligence from Cuba beyond this one pointed fact.

As a matter of speculation he presumed that the arrest of such a number of men, with the stores for the insurgents, should create wholesome dread of Spanish authority in the minds of the insurgents and should convince the Cubans in this city how utterly useless was the task of sending expeditions to Cuba. So far as the Consul knew, this was the first attempt at a Cuban expedition since the memorable one which so signally failed, in July, 1882. Spain had now again asserted her intention to guard the island from all such disturbing inroads upon her government. As to the trial of the unfortunate captured men, or as to the procable fate that awaited them, the Consul was silent.

What General Quesada Says About the Steamship Virginius.

"Sad news this, General," said a HERALD reporter yesterday to Manuel Quesada, the agent in the United States for the Cuban Republic.

"It is bad news, if true," replied the Cuban representative; "but as yet I know little or nothing, only what has appeared in the public

General Onesada then proceeded to state that the Virginius must have left Kingston, Jamaica, in ballast, to go to a place of rendezvous, where the expeditionists and cargo were awaiting her. It is true that a son of Quesada, about seventeen years of age, was aboard; so, also, were General Barnabe de Varona (Bembetta), a brother of President Cespedes, Lieutenant Colonel Jesus del ol and a number of Cuban officers of lesser note. The commander of the expedition was Varona, and Pedro Altaro had charge of the operations of embarkation and disembarkation. The commander of the Virginius is Captain Fry, a graduate of the Annapolis Naval Academy, but who served in the Confederate navy during our late unpleasantness with the South. It has transpired that the first and second officers of the teamer's crew, not liking the manner in which things were conducted on board of her while in Kingston, refused to sail in the expedition, and returned to New York, where they now are.

The Virginius is a Clyde built iron ship. She is a blockade running. She came into the hands of the United States government about the end of our civil war, and in October, 1870, was sold by the lederal authorities to an American firm. In the same menth she cleared, in ballast, from this port, during Collector Murphy's incumbency in office for Venezuela, and has not been back to the United States since. On her trip to Venezuela she took out General Quesada and twenty-one other Cubans. On the 7th of last July she successfully landed an expedition under Raisel Quesada on the south coast of Cuba.

General Quesada cannot understand how the eral Quesada cannot understand how the

Tornado could have everhauled the Virginius, un-less the bottom of the latter was foul. Iron steam-ships should be docked and have their bottoms ships should be docked and have their bottoms cleaned every six months. The Virginius has not been dry-docked during the last fourteen months, her bottom must have been covered with shells, weeds and barnacles. This would greatly retard her speed, and may account for the capture. She had plenty of coal abourd. General Quesada is at a loss to account for the throwing overboard of horses and some of the cargo. If the cargo were contraband of war it might be thrown over to prevent its failing into the hands of the shands of the sland of Jamaca and the Virginius. General Quesada thinks that at least all the prominent men among them, if not the whole of the prisoners, will be shot, unless the friendly intervention of the United States or Great Britain should happily step in to save the unfortunates from spanish vengeance. The Virginius is an American ship; some of those on board of her are American citizens. Neither ship nor crew appear to have been guilty of any overt act against Spain. The Spaniards say that there is no war in Cuba. They have never blockaded its coasts. Even if they had, no vessel could be captured outside of a marine league from the beligrent coast. The high seas are the high ways of the nations, and must be so respected. It was an outrageous wrong and a grievous insuit they say to the British diag, the capture of the Virginius in English waters. That ship had been, in spite of Spanish protesis, admitted to the hospitality of the port of kingston, under the protection of the finglish waters. That ship had been, in spite of Spanish protesis, admitted to the hospitality of the port of kingston, under the protection of the finglish waters. That ship had been, in spite of Spanish protesis, admitted to the hospitality of the port of kingston. General Quesada here said that he was preparing a set of protesis against the action of the commander of the Tornado; one to be addressed to the distinct of the port of kingston.

General Quesada here said that he was preparing a set of protesis against the actio ed every six months. The Virginius has not iry-docked during the last fourteen months

General Quesada here said that he was preparing a set of protesus against the action of the commander of the Tornado; one to be addressed to the government of the United States and the other to that of Great Britain.

"What influence do you think, General, this capture will have upon the course of the war?"

It will precipitate matters very much in the sense of bringing up the question of recognizing Cuban belligerent rights. This important matter cannot long be deferred. The late capture, if true, will raise grave points of international law that must be discussed between America, England and Spain. The first two great Powers will not allow a third class nation to ride rough shod over well known principles of the law established by common consent of the peoples. The American Congress, it is hoped, will, at its approaching session, take speedy and effective action in the direction of conceaing beligerent rights to the Cubans. When this is accomplished, as it will be in the coming winter, there will be no trouble in puting plenty of privateers on the seas and driving Spanish commerce of this Continent. Once recognized by the United States, England and the other Powers will soon follow the example. There are numbers of American merchants and others who would wish for no better employment than helping to drive the Spaniards out of cuba and away from the waters of the Western Continent. Thousands of men are ready here to jump to arms as soon as Congress shall declare us belingerents. The South American republics have been true to their antecedents, as baters of Spain, in promptly responding to the Cuban request for belingerency. The misortune is that most of those republics are not in a condition to render aid commensurate to their good intentions. The capture

buist boliers, built of three-eights of an inch fron, in sair order.

The boliers were subjected to a hydrostatic pressure of forty-five pounds previous to the vessel leaving New York for Washington last January, and found to be starch and tight.

Draught of water (loaded) eight feet. The anchors, chains, boats and all materials on board will be sold with the vessel. Terms twenty-five per cent cash on the day of sale and the remainder on the removal of the vessel from the Nay Yard.

The vessel can be examined at any time during the glay.

Solicitor of the Treasury.

To the freeding description it remains only to

be added that she is a schooner, has one deck and has very handsome mess and state rooms at.

WHO PURCHASED HER—HER PRESENT OWNER.

When the auction took place sne was purchased by Mr. Isaac Roberts, son of Mr. Marshail O. Roberts, for \$20,000 (?) According to the Custom House statistics of this city she is now owned by Mr. John F. Patterson, of Warren street, in this city.

House statistics of this city she is now owned by Mr. John F. Patterson, of Warren street, in this city.

SHE ENTERS THE CUBAN SERVICE.

The year 1870 found the Virgin at Hoboken, waiting for a purchaser, and in the spring of the following year the Cuban patriots of this city thought her an eligible vessel for blockade running, not merely on account of her great speed but on account of her small draught of water—v.z., only eight feet when loaded with 400 tons of cargo, which gave her unusual sacilities for running close in shore on the Cuban coast, General Quesada's friends accordingly agreed to purchase her and she was fitted up at Leroy street whar, apparently for a legitizate voyage to the Spanish main. Her principal our-fitters and equippers were Messrs, Poliock & Van Wagener, of West street, who likewise provisioned her for a year's cruise. All onlis were paid by Mr. Patterson, and, all being completed, the former blockade runner started south, hying the stars and Stripes. Her captain was one Williams, who left her a few months ago, and who is now residing in the Spanish main with his family. Her crew were almost exclusively Americans, the majority of them being married men. Since she left this port in 1871 she has never been back here.

HER SUCCESSELL EXPEDITIONS.

On the 20th day of Jaly, 1871, Brigadier General Bafael Quesada, having left Puerto Cabello a few days previously, landed an expedition near Santago de Cuba. Raiael is a brother of the celebrated General Manuel de Quesada, now residing in this city at No. 146 East Thirty-fifth street, and to whom the honor is due of having obtained large funds and resources for the aid of strugyling Cuba in South America and the concession of belligerent ri. his for the lone star fag. The expedition landed near Santtage de Cuba. Asiael sa brother of the celebrated General Manuel de Quesada, how mentioned, was boidly disembarked in the presence of a Spanish man-ol-war, which innocently lay out but a few hundred yards from the Cuban cruiser. Atter disembarking th

by thousands of Spanish troops. Every gan and cartridge was saiely delivered to President Cespedes.

The second Virginius expedition, also commanded by the gailant young Quesada, is tresh in the minds of the readers of the Herald, it having left Aspinwall on the 1st of last July and landed on the southern coast of Cuba on the 7th of that month. The boid attitude taken by the commander of the United States war vessel Kansas, and likewise that of the United States Consul at that port, when a Spanish war vessel threatened, in insulting correspondence to those officers, to capture the Virginius at that spot, are likewise well remembered by the readers of the Herald, in the content of the United States Consultations were not despatched, but it is easily answered by stating that arms and war material were wanting, and that the Central American republies—who sympathize, body and soul, with Cuba—are notably poor, but they all gave to the best of their power. Several times the Virginius had to lay up in waiting in the Magdalena River, in Venezuela, for long periods, awaiting lunds to pay her crew and the receipt of arms, &c., from the United States. Her original crew nearly all left her in these trying times, except Cautain Williams.

HER PRESENT CAPTAIN, MR. JOSEPH FRY.

This gentleman is a native of Louisiana, and during the late war made several blockading trips as commander. He formerly commanded the steamer Agnes. Mr. Fry is well known South as an excellent seaman and a fearless man. He left New York about lour months ago on the steamer Atlas, for Kingston, Jamaica, to take charge of the Virginius. He has recently been living at Albany, in this State.

ginius. H

Sketch of the Tornado, Which Captured the Virginius.

Yesterday afternoon a reporter called at No. 62 Beaver street upon Captain George W. Brown, the late commander of the Cuban cruiser Fannie, which vessel he burned by pouring oil and tar over her to prevent her falling into the hands of the Cubans after she had grounded on the coast of very last sailer, having been constructed for Cuba while landing an armed expedition, to obtain a description of the Spanish war vessel Tornado, which had captured the Virginius, and the following is his statement :-

The Tornado does not belong to the thirty gunboats built in this city by Delamater to protect the Cuban coast from blockade runners, and of which I am happy to say only about six are in good condition. She is a screw steamer, and was built in Great Britain for a Confederate privateer. She was subsequently sold to the Peruvian government, but in 1865 was embargoed by the Spanish Minister at the Court of St. James, and the Spanish Minister at the Court of St. James, and the British authorities, dreading another Alabama, reused to let her proceed to sea. This was shortly before the capture of the Chincha guano islands off the coast of Peru, when Spain obtained \$3,000,000 indemnity from Peru. The Tornaco mounts ten guns and is about the size of the Alabama, viz., 1,400 to 1,500 tons. She has a crew of about 200 men. She is an iron vessel, bark rigged, and reputed to be very swift.

WHAT CAPTAIN BROWN IS DOING FOR CUBA.
REPORTER—I have heard that you are getting up a cuban voinnteer association, independently of all existing associations composed of Cubans. Is that so?

An Appeal to President Grant.

The following letter, addressed to the President of the United States, is being signed by many of the prominent Cuban residents of this city:-

the prominent Cuban residents of this city:—

New York, Nov. 6, 1873.

To His Excellency Ulysses S. Gasav, President of the United States of America, Washington:—

We, the undersigned, desire to call the attention of Your Excellency to the startling intelligence published this morning by the Associated Press to the effect that the American ship Virginius had been captured in the neighborhood of Jamaica by a Spanish monor-war and takes to the port of Santiago de Cuba, in Cuba. The despatch adds that the authorities of the last named island were about to try the crew and other persons on board the Virginius as plrates. Among these persons were a number of passengers, in whose late the undersigned take the deepest and most anxious interest. They are sons, brothers husbands and near relatives, and Your Excellence will not wonder, therefore, that we should at once, as crizens and residents of this country, whose chief majistrate you are, apply to you and ask your interference under circumstances of such serious importance. It is our enraest hope that the consummation of the inheard of outrage, of which the first act has been performed, will not be permitted by the government of the United States, and that the protection due to American vessels and to all who may entrust themselves and their lives to such vessels, shall be extended in this case to our friends.

Once Tecognized by the United States, England and the other Powers will soon follow the example. There are numbers of American merchants and others who would wish for no better employment than helping to drive the Spaniards out of caba and away from the waters of the Wester Caba and away from the waters of the Wester Caba and away from the waters of the Wester Caba and away from the waters of the Wester Caba and away from the waters of the Wester Caba and away from the waters of the Wester Caba and away from the waters of the Wester Caba and away from the waters of the Wester Caba and the Caba an

streets, which were thickly hung with flags and tapestry. Serenades were given to the Captain General and the General of the Marine. There will ne a grand parade to night of all the battahons of volunteers.

THE NEWS IN WASHINGTON.

The Capture of the Virginius-Anxiety Regarding the Fate of Those on

The capture of the steamship Virginius by the Spanish gunboat Tornado is not fikely, it is said in official circles, to lead to any diplomatic complication. The last time the Virginius received the protection of the navy at Colon, when Commander Reed, of the Kansas, shotted his guns and conquestion whether she was entitled to that protection. Her papers were examined by the United States Consul and pronounced regular so far as her register was concerned, which entitled her to the protection of the United States. The commander of the Kansas. however, plainly expressed his opinion that the vessel had undoubtedly forfeited that protec-tion, but as he must be guided by the advice of the Consul, he would waive personal opinion, and see that the Virginius was duly protected in making ginius has not since that time been in an American port, and her register as an American vessel is supposed to remain the same, but how far she is entitled to the protection of the United States government can only be determined upon the proper presentation of all her papers to the State and Treasury Departments. A blockade cannot be said to exist on the coast of Cuba, so that if the Virginius was first discovered in Cuban waters, and succeeded in making her escape on the high seas, and was overhanted by the Spanish gunboat outside of neutral waters, then it will be for the Spanish government to indemnify the owners of the vessel for any injury they may sustain. But it is the belief here that the Virginius has forielted her right to sail under the American flag, and the term "fillibuster" is only considered at the State Department as an euphemism for pirate. The tenor of the correspondence which passed between the commander of the Spanish gunboat Bazan and the commander of the United States steamer Kansas last summer shows how the Spanish government regards the Virginius, and the instructions which have been issued from time to time to the Spanish naval officers in the event of their running across this vessel.

Much interest is felt in Washington to learn the result of the trial at Santiago, as well as the names of the 170 passengers, among whom, it is believed, will be found that of Colonel Rvan, for some time a resident of Pennsylvania avenue. The Cuban sympathizers here are depressed more than ever. The loss of the Virginius and the difficulty experienced of late to raise money do encourage the patriots.

A STEAMSHIP BURNED.

The Steamer Bavarian on Fire Four-teen Miles from Land-Fourteen Persons Yet Unaccounted For.

TORONTO, Ont., Nov. 6, 1873. The steamer Bavariau, of the Royal Mail line, bound from Hamilton to Montreal, with six cabin passengers, took fire about eight o'clock last night, fourteen miles from shore, opposite Oskawa. The fire broke out in the centre of the boat, near the engine, and the flames spread with great rapidity. Three boats were immediately lowered, and one of them went adrift and was lost.

The passengers and crew got into the other boats, one of which contained nine persons, including the pilot, lacies' maid and seven of the crew.

The other boat contained thirteen persons, including the first and second mates, the purser and two passengers, a boy named James Clare, a Mr. Parmenter, of Toronto, and five of the crew. Bota boats reached the shore safely.

There are fourteen persons to be accounted for, including Captain Carmichael, Mr. Fennican, the chief engineer; William Spene, the steward, and three lady passengers, Mrs. Hubbard and daughter, of Brockville; Miss Ireland, of Kingston, and Mr. Wier, of Chatham. These were not able to get into the boats. The last seen of Captain Carmichael he was on a plank in the water.

IMPORTANT DECISIONS IN JERSEY.

The Jersey City Board of Public Works Rebuked-Indictments Against the Police Commissioners Sustained-Tom

Opinions were delivered yesterday in the New Jersey Supreme Court, at Trenton, on cases which were argued during the preceding term, among them being the following, which are considered of more than ordinary importance:-

In the case of Gregory vs. Jersey City, which involved the right of the Eoard of Public Works of that city to purchase nine acres of land at a cost of \$300,000, or \$2,000 for every 2,500 square feet, on which to locate the City Hall and other city buildings, the Court held that it would be granting almost un-limited power to that body if their action was sustained, and also that the act of the Legis ature in reference to that question did not provide for any

tained, and also that the act of the Legis ature in reference to that question did not provide for any such authority. On the 12th of Pebruary, 1872, this Board passed a series of resolutions calling for the purchase of the property in question for the purposes specified. The Court, through Judge Woodhull, declared these resolutions unauthorized.

In the case of the State of New Jersey vs. Thomas Edmundson and Frederick A. Goetze, the indicted Jersey City Police Commissioners, the Court heid that the indictments were good, and that the opinion would be filed during the present term. It may be remembered that Mr. Linn, on behalf of the defendants, moved at a former term to have the indictments quashed.

In the suit of Messenger et al. vs. The Pennsylvania Railfoad Company, in which the legality of a contract between the parties was involved, the Court held that the contract was illegal and judgment must be had on demurrer for the defendants. In this contract it was alleged by the plaintiffs that the defendants agreed to carry for them at special rates about 200,000,000 pounds of animal food from Pittsburg and Chicago to Jersey City, and that these special rates were to be excusive and held out to no other party but the plaintiffs. The plaintiffs further alleged that this contract was broken, and hence the suit. Chief Justice Beasley, in delivering the opinion of the Court, said that such partiality would be only legitimate in private business, that the law forbids any discrimination in so far as public carriers were concerned, as it would disturb the equality of r.ght. Consequently the agreement under examination could not be sanctioned. for all citizens have equal rights under such franchises as the defendants possess.

REAL ESTATE.

Important Sale of Improved City Prop-

Yesterday was a day of more interest in the real estate market than has been seen for some days in consequence of the extensive sale, by order of the Supreme Court, of improved city property belonging to the estate of the late James Salmon, situate on Second avenue, Livingston place, Sixsituate on Second avenue, Livingston place, Six-teenth and Seventeenth streets. The property was sold by E. H. Ludlow & Co., under the direction of C. Mathews, referee. Subjoined are particulars of this sale and also of other improved property, un-der a Supreme Court order, by James M. Miller:—

the fate which we know awards our relatives and irlends, which we know awards our relatives and irlends, which we know awards our relatives and irlends, which we cannot close our eyes to the fact that this nation has been once more deliberately insulted!

It is not our purpose, nor would it be decorous for us to interfere in any way in this matter, nor to express any opinion on this subject if it involved only the dignity of this country and of Your Excellency's administration. Such matters may sately be left to your, who are the guardian and defender of the sational dignity; but it is our duty to bring this matter to your notice on behalf of our unfortunate friends, passengers on the Virginus, under the guarance and protection of the American diag. They have been arrested and are now held prisoners, and their lives are in most serious jeopardy in define arms of the protection of that flag, and we humbly and earnestly beg that bearing in view the urgency of this occasion, you will use your great power and authority to remain, sir, with very great respect.

REFJOICINGS IN HAVANA

***REFJOICINGS IN HAVANA**

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STEAM BOILER TESTS.

The preparations for the tests by the Steam Boiler Commission were continued yesterday at Sandy Hook. There were present Commissioners Smith and Copeland, and Supervising Inspectors Low (New York), Dereney (Pittsburg), Shepherd (Buffalo) and Buchan (Baltimore). There was also delegation of local inspectors from Pittsburg and Buffalo, and a number of persons interested in the use of steam, including Mr. Kerr, of the Amboy use of steam, including Mr. Kerr, of the Amboy road machine shop. The only test made yesterday was upon the No. 6 boiler, from the Chrysanthum, which was subjected to a hydrostatic pressure of forty-four pounds. To-day there will be a steam test upon this boiler, when it is expected that there will be a demonstration of an interesting character. The steamer Alexis will leave the pier foot of Harrison street for the Hook at ten A. M. to-day.

SHIPPING NEWS

Almanac for New York-This Day.

Moon riseseve 7 04 Hell Gatemorn 11 56
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DATES OF DEPARTURE FROM NEW YORK FOR THE

	MONTE	OF	NOVEMBER	
Steamer.	Sai	ls.	Destination.	Office.
Rhein Anglia City of Chester. Batavia Greece. Republic Georgia Trinacria Konig Wilhelm l idaho City of Antwerp Adriatie	Nov. Nov. Nov. Nov.	8. 8. 8. 8. 12. 12. 12. 12. 12. 13.	Liverpool Glasgow Liverpool Glasgow Bremen Liverpool. Liverpool.	2 Bowling Green 7 Bowling Green 15 Broadway 4 Bowling Green 69 Broadway 19 Broadway 72 Browling Green 7 Bowling Green 2 Bowling Green 2 Bowling Green 29 Broadway 15 Broadway 15 Broadway
Ville du Bayre.	Nov.		Havre	69 Broadway.

PORT OF NEW YORK, NOV. 6, 1873.

CLEARED.

Steamship Holland (Br), Bragg, London-F W J Hurst.
Steamship Thuringia (NG), Meyer, Hamburg-Kunhardt & Co.
Steamship City of New York, Deaken, Havana-F Alexander & Sons.
Steamship Gen Barnes, Cheeseman, Savannah-W R Garrison.
Steamship Georgia, Crowell, Charleston-J W Quintard & Co.
Steamship Hatteras, Earnest, Norfolk, City Point and Richmond-Old Dominion Steamship Co.
Steamship Fanita, Doane, Philadelphia-Lorillard Steamship Constants, Urquhart, Bristol, E-E E Morgan's Sons.
Bark Sem (Apr), Vitadleh, Cork, et Edwards, Steamship, Steamship, Vitadleh, Cork, et Edwards, Steamship, Steamship, Vitadleh, Cork, et Edwards, Steamship, Steamship, Cork, et al., Edwards, Steamship, Cork, et al., Edwards, Steamship, Steamship, Steamship, Cork, et al., Edwards, Steamship, Steamship, Cork, et al., Edwards, Steamship, Steamship, Cork, et al., Edwards, Steamship, Steamship, Steamship, Cork, et al., Edwards, Steamship, Stea

Sons.

Bark Sem (Aus), Vitazlich, Cork or Falmouth—Slocovich & Co.

Bark Enos (Aus), Redonic, Cork or Falmouth—SlocoBark Enos (Aus), Bark Enos (Aus), Rodeline, Cork for orders—Funch, edve & Co.
Bark Lohengrin (Ger), Korff, Cork for orders—Funch, Edve & Co.
Bark Norsk Flag (Nor), Neilsen, Cork for orders—Funch Edve & Co.
Bark Sarah (Br), Tilley, Bremen—James W Elwell & Co. Bark A J Pope (Ger), Greken, Antwerp-Funch, Edye & Co. Bark Constance (Br), Hichborn, Penarth Roads-G P Bark Constance (Br), Hickorn, Bulley.

Bark Bachelors (Br), Tooker, Havre—Boyd & Hincken.

Brig John & Mary (Br), Driver, Queenstown or Falmouth—Tetens & Bockmann.

Brig Serpentina (Ital), Vervena, Salonica—Punch, Edye & Co.

Hrig Maria C (Ital), Romano, Gibraltar for orders—J C Seager.
Brig Favorite, Woodward, Port Spain-H Trowbridge's Brig Hiram Abiff, Tibbetts, Havana-Miller & Hough-Schr Yreka, Tabbott, Jacmel—A Nones & Co. Schr A L Fitch, Fitch, Point-a-Pitre—J S Ingraham &

Co.
Schr W II Phare, Edwards, St Kitts—Jones & Lough.
Schr G W Dill, Ellis, Key West, Fort Ogden and Tampa—J L Hathaway.
Schr T II Kirk, Cayalier, Norfolk, Va—Slaght & Petty.
Schr C E Elmer, Corson, Washington, DC—Slaght &
Petty.
Schr Frank Walter, Saxton, Washington, DC—Slaght & Schr Frank Walter, Saxton, Washington, DC—Slaght & Petty.
Schr R T Carlisle, Smith, Washington, DC—Slaght & Petty.
Schr G M Wentworth, Collins, Calais—Jed Frye & Co.
Schr S & B Small, Warren, Boston—Wilson Godfrey.
Schr Harvest, Corwin, Providence via Bristol—H W Jackson & Co.
Steamer A C Stimers, Warren, Philadelphia.

ARRIVALS.

REFERRED BY THE HERALD STEAM VACHTS AND HERALD WHITESTONE TELEGRAPH LINES.

REFGRIED BY THE HERALD STEAM YAGHTS AND
HERALD WHITESTONE TELEGRAPH LINES.

Steamship Gaclic (Br.), Jennings, Liverpool Oct 25, with
mode to J H Sparks.
Steamship Climbria (Ger.), Brandt, Hamburg Oct 22 via
Southampton 26th, with modes and 882 passengers to Kunhardt & Co. Arrived 5 AM. Oct 30, lat 49 15, lon 33 19,
spoke bark Recoprocity (Br.), bound cast; 31st, lat 48, lon
40 19, steamship Titian (Br.), bound west.
Steamship Titian (Br.), bound west,
Steamship Titian (Br.), bound west,
steamship Albermarle, Reed, Norfolk, with mode and
passengers to the Old Dominion Steamship Co.
Steamship Hatteras, Ernest, Norfolk, with mise and passengers to the Old Dominion Steamship Co.
Steamship Gen Whitney (new, iron, 1848 tons), Hallett,
Wilmington, Del. 22 hours, in ballast to the Metropolitan.
Steamship Co. Will run in the outside line to Boston.
Steamship Fanita, Doane, Philadelphia, with mise and
passencers to J Lordilard.
Bark Chili (of Yarmouth, NS), McLeod, London Oct 2,
in ballast to Boyd & Hincken. Is anchored at Sandy
Hook for orders.
Bark Pulcinella (Ital), Lauro, Sligo 74 days, in ballast
to J C Seager.
Bark Helsigor, Ogan), Ginge, Bremen 43 days, in ballast

Bark Helsigor (Dan), Ginge, Bremen 43 days, in ballast to Funch, Edye & Co. Oct 18, lat 44 19, lon 29, passed ship bettthaven, from South America for Europe; 30th, lat 40 16, lon 62, bark Onkel (Ger), from Bremen for Philadel-

4016, lon 62, bark Onkel (Ger), from Bremen for Philadel-phila.

Bark Norma (Ger), Haesloop, Bremen 53 days, with moise to H Koop & Co.

Bark Kolga (Ger), Pedersen, Hamburg 40 days, in ballast to Flouch, Edye & Co.

Bark Letizia (Ital), Castellano, Rotterdam 50 days and the Bowns 45 days, in ballast to Slocovich & Co.

Bark Ruggiero Primo (Ital), Ruggiero, Malaga 44 days, with fruit to Hatton & Watson; vessel to John C Senger.

Passed Gibraliar Sept 19.

Brig Salista (of Stockton), Partridge, Girgenti 75 days, with sulphur to order; vessel to John Zittlosen. Passed Gibraliar Sept 21.

Brig A G Rich, Hons, Havana 12 days, with sugar to E D Morgan & Son; vessel to John Zittlosen. Been 7 days north of Hatteras, with K winds.

Brig Don Jacinto (of Fortland), Croston, Matanzas 13 days, with sugar to Moses Taylor & Co; vessel to James Henry. Henry. Schr Mary E Vancleaf, Lamb, Darien. with lumber to BF Metcail & Co.

Be Metcail & Co.
Schr G Willey, Holsand, Virginia.
Schr Senator, Endicott, Virginia.
Schr Alexander Young, Wickford for Philadelphia.
Put m to land the body of Capt Head, he having died suddenly.

Passed Through Hell Gate.

Passed Through Hell Gate. BOUND SOUTH, Bark Ironsides, Tapley, Boston for New York, in bal-

Bark Ironsides, Tapley, Boston for New York, in bal-last to Lunt Bros.

Brig Josephine (Br), Ganion, Port Caledonia, CB, for New York, 12 days, with coal to Hatton, Watson & Co. Brig Matilda, Gould, Bangor for New York, with lum-ber to order.

Schr Light Boat, Wood, Windsor, NS, for New York, with plaster to D R De Wolf & Co. Schr Alda, Clark, Windsor, NS, for New York, 12 days, with plaster to D R De Wolf & Co. Schr Ned Sumpter, Windsor, NS, for New York, with plaster to order.

with plaster to D R De Wolf & Co.
Sehr Ned Sumpter, Windsor, NS, for New York, with
plaster to order.
Sehr Alice C Noyes. Providence for Philadelphia.
Sehr livdrangea, Smith, Portland for New York.
Sehr Mary B Smith, Shattuck, Thomaston for New
York, with lime to J V Haviland.
Sehr Daniel Morris, Manson. Providence for New York.
Sehr Lizzie Raymond, Lord, Providence for New York.
Sehr Chilian, Grant, Portland for Fire Island, with
lumber to Bailey & Son.
Sehr Sarah Clark, Griffin, Pall River for Philadelphia.
Sehr Chas Rogers, Mayo, Rockport for New York, with
stone to order.
Sehr Abbie S Emery, Emery, New Haven for New
York.
Sehr Albert F Treat, Seymour, Eastport for New York.
Sehr Jas Henry. Trueworthy, Rockland for New York,
with lime to order.
Sehr John Beil, Bell, Taunton for New York.
Sehr John Beil, Bell, Taunton for New York.
Sehr James Martin, Brown, Boston for New York.
Sehr James Martin, Brown, Boston for New York.
Sehr Paima, Huntley, Rockbort for Philadelphia, with
stone.

Schr Florida, Newman, Portland for New York, with lumber. Sehr Island Belle, Portland for New York. Sehr Damon, Johnson, Bangor for New York, with lumber to order. Sehr Hannah Holbrook, Littlejohn, Bangor for New

Sehr Hannah Bondoner York, with lumber. Sehr Belle, Young, Pigeon Cove for New York, Sehr J H Miler, Smith, Milistone Point for New York, with stone to order. Sehr Alligator, McGregor, Calais for New York, with Schr Angawi, McCong, Bangor for New York, with lumber. Schr Balloon, Nickerson, Bangor for New York, with stone to order. Schr H B Diverty, Nickerson, Providence for Philadel-phia. Schr Philanthropist, Ryder. Bangor for New York, with lumber. Schr Pacific, Ginn, Vinalhaven for New York. Schr Australia, Miller, Rockport for New York, with stone.

Schr Pacific, Ginn, Vinalhaven for New York, with Schr. Australia, Miller, Rockport for New York, with Stone.

Schr Mary Ann, McCann, Portland for New York, with Uniber to order, Newman, Portland for New York, with Uniber to order, Gould, Portland for New York, with Limiter to order, Gould, Portland for New York, Schr Jo Griffin, Gould, Portchester for New York, Schr Jo Griffin, Gould, Portchester for New York, Schr Josephey, Boston for New York, Schr Josephey, Boston for New York, Schr Josephey, Boston for New York, Schr Jenke, Ann. Portland for Albany, Schr Geo, Kacha, Portland for New York, Schr Geo, Kacha, Wella, Hast Green wich for New York, Schr Fawn, Kelly, Boston for Philadelphia, Schr Fawn, Kelly, Boston for Philadelphia, Schr Loug, Gathcart, Providence for New York, Schr Grizimbo, Cook, Stonington for New York, Schr Grizimbo, Cook, Stonington for New York, Schr Mr Faller, Salem for New York, Schr Ann T Sipple, Basiem for New York, Schr Ann T Sipple, Basiem for New York, Schr Silas Brainard, McCarthy, Taunton for New York, Schr Silas Brainard, McCarthy, Taunton for New York, Schr Mr Welle, Holder, Bristol for New York, Schr Hallom, Hill, bridgeport for New York, Schr Beilona, Hill, Bridgeport for New York, Schr Beilon, Hill, Bridgeport for New York, Schr Beilon, Hill, Hiller, Bristol for New York, Schr Beilon, Blills, Keily, Botton for New York, Schr Beilon, Hill, Schrift, New Haven for New York, Schr Beilon, Brits, Keily, Ball Weven for New York, Schr Beilon, Hill, Schil, Botton for New York, Schr Beilon, Hill, Hiller, Bristol for New York, Schr Beilon, Schrift, New Haven for New York, Schr Beilon order, New York New York, Schr Hillamy, Croskey, Fortland for New York, Schr Beilon order, New Haven for New York, Schr Beilon order, New York New York, Schr Hillamy, Croskey, Fortland for New York, Schr Williamy D Mangum, Drake, New Bedford for New York, Schr Williamy D Mangum, Drake, New Bedford for New York, Schr Mangum, Drake, New Bedford for New York, Schr Mangum, Drake, New Bedford for New York, Schr M

Schr Hero, Baker, Salem for New York.

BOUND EAST. Steamship Wamsutta, Fish, New York for New Bedford, Scar Neptune's Bride, Baker, New York for Provi-

Schr Neptune's Bride, Baker, New York for Providence.
Schr Kare Thompson, Thompson, Elizabethport for Providence.
Schr Urbana, Allen, New York for Wareham.
Schr Henry May, Nickerson, Hoboken for Providence, Schr Joseph Oakes, Oakes, New York for Providence, Schr Evan Diverty, Hand, Elizabethport for Providence. Schr Bean Diverty, Hand, Elizabethport for Providence. Schr Rienzi, Cobleagh, Hoboken for New Bedford.
Schr John Pandolph, Robbins, New York for Warsham. Schr John Pandolph, Robbins, New York for Boston.
Schr Julia A Pratt, Nickerson, New York for Providence.
Schr Bitrling, Ball, Amboy for Providence.
Schr Bitrling, Ball, Amboy for Providence.
Schr Lady Antrim, Carter, Hoboken for Warcham.
Schr J Terry, Marcus, Rondont for Providence.
Schr Louisa, Francis, Winchester, NY, for New Bedford.
Schr Nightingale, Young, Port Jobnson for Providence.

Schr Nightingale, Young, Port Johnson for Providence. Schr Francis Helen, Cosens, New York for Vineyard

Schr Fraheis Heiel, Coses, And York for Gloucester. Schr Rose & Andre, Dawes, Now York for Gloucester. Schr Memento, Reid, New York for New Beaford. Schr Bath Haisey, Stow, New York for New Haven. Schr Matska. Thorndike, New York for Portland. Schr E M Atwood, Atwood, New York for Providence. Schr Nicanor, Baker, New York for Providence. Schr Plymouth lock, Carter, New York for Boston. Steamer Albatross, Davis, New York for Fall River.

SAILED.

Steamships Thuringia (Ger), Hamburg; Holland (Br)
London; Harold Haarsfager (Nor), do; Easby (Br), do;
City of New York, Havana; Gen Barnes, Sayannah;
Georgia, Charleston; Fanita, Philadelphia; Halteras,
Richmond, &c; ships Trimountain, Bristol; Henry (Ger),
Bremen; barks Victory (Br), Queenstown or Falmouth;
Rival (Nor), Cork or Falmouth; Withelm I (Ger), Cadiz;
Rosa Olivario (Ital), Queenstown or Falmouth; Bachelors (Br), Havre: A J Pope (Ger), Antwere; brigs Da
Capo (Nor), Cork; David Bugbee, Malaya; Zuleiska (Br),
do; Julia Esson (Br), St Johns and Mayaguez; Havana,
havana; schrs Jesse S Clark, Key West; Post Boy, do
and Pensacola; Alice B Gardiner, Jacksonville; John
Adaus, Savannah; T H Kirk, Norlok; O Elmer, Washington; Frank Walter, do; R T Carlysle, do.

Marine Disasters.

STRANSHIP ARIEL, belonging to the Pacific Mail Steamship Co., before reported wrecked in the Japan seasafed from Yokohama Oct 1 for Hakodadi. BARK ISAAC LINCOLN, Jordan, from Calcutta for Boston, put into St Helena Sept 22 with mainmast apparently damaged.

damaged.

BARE EUGENIA (Br), Hawson, at Philadelphia 5th from Sagna, reports:—Oct 31, off Hatteras, encountered a heavy gale from NE, with a fearful cross sea running: the vessel's deck was filled with water, washing the water casks adrilt; split sails and sustained other damage.

BARK LIVE OAK, of Halifax (late James Maury, of New Bedford), has been detained by the Liverpool Board of Trade for alleged unseaworthiness, as she was about to proceed to sea from the Stanley dock. Bark Irom the Stanley dock.

Bark Iromstoes, from Boston for New York, was run into at Vineyard Haven morning of Nov 4, and had jibboom and headgear carried away.

BRIG ALMON ROWELL, Young, from Cardenas for New York, with a cargo of molasses, put into Key West Nov 6, leaking.

leaking.

Brig Piccapilly (Br), from Cape Town. CGH, reported for Boston, which put back Sept II, was ready for sea again on the 16th, reported bound to a coast port to load for Mauritius.

Schu Admianxa, Bailey, bound to New York with lumber, went ashore on the night of the 3d, near Ram Island, and filled with water, but was subsequently got off and towed up to Bath. It is thought that she is not much damaged.

off and towed up to Bath. It is thought that she is not much damaged.

Schr Sadie F Caller, of Salem, which was driven ashore at Cow Bay, CB. in the severe gale of Aug 24, was got afloat 4th inst, and was lying at the Breakwater 5th in good condition.

Schr Inspace ran ashore on the Atto Island, in the North Pacific Ocean, Oct 14. The vessel, with carge, is a total loss. The passengers and crew were saved. She was loaded with turs, and sailed from San Francisco several months since.

Schr William Connors (of Bangor), Toole, which arrived at Bangor 4th inst, left Bonaire Oct 3 with a cargo of sail. Oct 16, lat 27, lon 5910, experienced a heavy gale from the NE. The sea ran very high, causing the vessel to labor learnily and the waves constantly washed over her, keeping the main deck full of water. Most of the time had fearful weather up to Oct 22, with wind from NE to SE, when it veered to the westward, a cross sea running high in all directions, and for a time the vessel seemed likely to founder. It took the crew all their time to prevent the masts going overboard, so severely was the rigging damaged. In lat 32 57, lon 59 52, it was found necessary to throw part of the cargo overboard to lighten the vessel, and this expedient provinit efectual, the storm was weathered, and the schr arrived in safety.

is safety.

Schis Orrows was weathered, and the schr arrived in safety.

Schis Orrows, of Newburyport, while lying bows upstream outside another vessel at one of the Maine Central Co's wharves, in Bangor, Monday, suddenly sprung a leak, and though she was towed across the river as quickly as possible, and endeavors were made to get her on McGlivery & Co's marine railway, she filled, heeled over, and sunk before the cradic could be got under her. Her foremast was snapped of and she received other injuries when she went down. She was loaded with squashes, onlons and other vegetables, but her cargo will probably not be damaged much, as immediate steps will be taken to raise and repair her. It is supposed that the leak was caused by a log coming swiftly down the current and striking the vessel's hull under water with such force as to start a butt.

Schis Katter P Luxy and Nalad Queen, while beating

force as to start a butt.

Schus Katte P Lunt and Natad Queen, while beating down Narragansett Bay afternoon of 4th inst, collided; latter's mainmast, topmast, mainboom and gaff were carried away; stove boat and carried away all the rigging on one side. The Lunt's topmast, jibboom and some headgear were carried away. Both vessels returned to Fall River for repairs.

STEAMER NEPTUNE was badly damaged on night of Nov l, by collision with two American schrs in North Sydney harbor.

harbor.

GLOUGESTER, NOV 5—Steamer S E Wetherell, in attempting to tow a heavily laden stone such through the canal yesterday afternoon, caught the hawser in her propeller, disabling her, and the such and steamer both weat ashore on the beach to the eastward of the canal, but were got off on the evening tide.

Notice to Martners.

A NEW DANGER TO NAVIGATION IN LEW HAYEN HARBOR. Captains and pilots of the New Haven steamers report a dangerous obstacle to the navigation of that harbor. During the summer a party was at work on Ludding on Rock, drilling, Ar., preparatory to blowing it up and its final removal. In order to proceed with operations bars of railroad iron were lashed together and sunk perpendicularly, unon which a staging was erected. About ten days ago work was suspended for the season. The action of the waver has washed away the spars, &c, forming the platform, leaving the iron rails standing upright. At low tiet they are feet out of water, but at high tide they are about level with the surface, and extend 100 feet one way and 60 the other.

During the summer a small light was exhibited from the rock; but since the platform has washed away there has been nothing upon which to hang a light, and the danger has now no warning upon it at night.

Luddington rock bears SSW from New Haven light, 3 miles distant.

It is very important that these iron bars should be removed without delay.

Spoken.

Spoken.

Ship Phineas Pendleton, Pendleton, from Shields for Bombay, Sept 23, lat 6 N, lon 25 W.
Ship Alice M Minot, Lowell, from Geffe for Melbourne, Sept 23, lat 6 N, lon 25 W.
Bark E W Cahoon (Br), from West Indies for Port Medway, NS, Oct 39, lat 3308 N, lon 67 09.

A bark, supposed the Manchester, of Salem, from Coast of Africa for Boston, was seen 'Oct 24, lat 36 40 N, lon 60 13 W. W. Brig Nellie Hastings, Hallett, from Singapore for Boston, Sept., off Cape of Good Hope.

Foreign Ports. Foreign Ports.
For additional foreign ports, received by Atlantic

cable, see news columns.

BERMUDA, Oct 31—In port bark Lindo (Br), Green, for United States, to sail in a few days.

GRAYESKEND, Oct 25—Sailed, ship Peru, Loring, Cardiff and Caliso.

GRAYA, Oct 8—Cleared, ship Semiramis, Lerrish, Leg-GENOA, Oct 8—Cleared, ship Semiramis, Lerrish, Leg-horn.
Hioco (Japan), Oct 1—Arrived, bark James S Stone, Phinney, New York, Liverpool, Nov 1—Arrived, bark Annie Kimball, Pea-body, St John, NB
LEGHORN, Oct 20—Arrived, Evelyn (Br), Smith, Gib-PALERMO, Oct 19-Arrived, bark Giulla (Ital), Domenico. Bangor.
SCILLY—The bark C O Whitmore, Starkey, arrived Nov
4 from Iquique, has been ordered to Dunkirk.
SAGUA, Oct 23—In port schr Geo Peabody, White, for
Baltimore, idg.
ST JOHN, NB. Nov 4—Arrived, schr E B Beard (Br),
Lewis, New York.
Tehrs Bilano, Oct 18—In port schr Nellie Scott, Wilson,
from New York for Savanna-ia-Mar, Ja.

ASTORIA (Orgon), Oct 28-Cleared, barks Spirit of the Dawn (Br), Dixon, Liverpool: Romeo (Br), Thomas, do. ALEXANDRIA, Nov 5-Arrived, brig Josie Devereux, Roston. ASTORIA (Oregon), Oct 28—Cleared, barks Spirit of the Dawn (Br.), Dixon, Liverpoot; Romeo (Br.), Thomas do. ALEXANDRIA, Nov 5—Arrived, brig Josie Devereux, Boston.

Salied—Schrs Lemuei Hart, Providence; T N Stone, Boston; Jesse Hart 2d, do; Albert W Smith, Hunter's Point, NY.

BOSTON, Nov 5—Arrived, brig Jessie Rhynas, Willis, Baitimore; schrs Farragut, Hart, Foeosin River; John M Bail, Cahoon, Tangier; R W Tull, Hunter; Zeta Psi, Cook, and Harry L Whiton, Rich, Alexandria; Maggie A Fisk, Kelley, Georgetown, DC; Charlie II Dow, Fisk; G W Andrews, Watt; Charles E Morrison, Smith; Skylark, Smalley; E R Emerson, Sears; Amise Murchie, Merrili; M W Griffin, Stocking; Mary Cobb, Humphrey; Ida C Bullard, Small; James H Gordon, Ireland, and Carrie F Heyer, Foland, Baitimore; Cygnus, Steele, Philadelphia; Thomas G Smith, Bacon, and J C Cottingham, Ayres, do; Joseph Baymore, Burge, and Mary Weaver, Weaver, do; Mary & Graham, Morris, and S & E Gorson, Brower, do; B L Sherman, Alley, and Charles Moore, Russell; Mary W Hupper, Hupper, and Alice B, Bassett, do, and Sophie Godirey, Godirey, Philadelphia; Elvira, Bancroft, Port Johnson; Northern Light, Halper, do; James Barrett, Nickerson, Weehawken; Midnight, Hopkins, Perth Amboy: Victor, Look, Hoboken; Virgimla, Bearse, Poughkeepsie.

Relow—Brig Mattle B Russell, York, from New York for Salem; schrs Louisa Bliss and Mary P Hudson, bound in. Cleared—Steamers Saxon, Baker, Philadelphia; Linwens, Bearse, New York; bark Augustine
Helow—Steamer Saxon, The Swige, surinam; Royal Havana; schrs Calob Eaton, Swyage, surinam; Royal Havana; schr

Tantamount, Pendleton; Morelight, Allen; George & Albert, Woodbury: Annie Wilder, French; Nellie Doe, Richardson, and R B Doane, Nickson, New York, Also arrived 4th, schr Win Connors, Toole, Bonaire, Cleared—Schr Maggie D Marston, Hooper, Philadelphia

phia.

HATH. Nov 4—Arrived, schrs Hyne, Oliver, New York;

Grace Cushing, Bailey, South Amboy.

Sailed—Schr J & H Growley, Crowley, Philadelphia.

BEILDGEPORT, Nov 5—Arrived, schrs, Cordelia, Newkirk, Georgetown, DC J. Jacob Lordlard, South Amboy.

CHARLESTON, Nov 3—Arrived, schr Ann Dole, Bunce,
New York

Cleared—Schr John E Dailey, Long, Tennent's Harbor,

Me. 4th-Arrived, schr Whitney Long, Hayes, Richmond,

4th-Arrived, schr Whitney 1908;

8th. Arrived, schr Daylight, Baracoa.

8thed. Steamer Flag, Foster, Boston.

GUILER, Oct 25-Arrived, schr Rio, Church, Shulee
for New York (and Sailed 26th).

EAST GREENWICH, Nov 4-Sailed, schr Thos Ellis,
Kelley, and Lillie O Wells, Wells, New York.

FERNANDINA, Oct 27-Arrived, schrs David Ames,
Fernil, New York; 30th, brig Nellie Husted, Davis, Cardenax

being Egarbury. New York; 30th, brig Neliue Husted, Davis, Cardenas.
FORTRESS MONROE, Nov 6-Arrived, brigs Fearless (Br), and Red Rose (Br), from Santos for orders.
Passed out—Barks Frederica & Caroline (Sw), Lofvengren, fer Qusentown; Countess of Dufferin (Br), McGonigle, for Londonderry; Volunteer (Aust), Zambell,
Ir Charleston; Yamoyden, Tobey, for Ro Janeiro: brig
Jolund (Nor), Christensen, for Bristol; schr Ellen M
Storer Wade, for St Thomas call from Baltimore).
GALVESTON, Oct 30—Went to sea, steamship San Antonia (Br), Rea, tor Liverpool; brig Morancy, Small, for
Pensacola.
3lst—in the offing, brig Thomas Owen, Guptill, from
New York.
Salled—Schr Annie G Webber, Olde, Tuxpan.

New York.

Sailed—Schr Annie G Webber, Olde, Tuxpan.

Arrived Nov 3, steamer City of Houston, Deering, New Arrived Nov 3, steamer City 6.

York.
GEORGETOWN, DC, Nov 4—Arrived, schr Hattie Baker, Boston.
GLOUCESTER, Nov 5—Arrived, schrs Ella F Crowell,
Howes, Philadelphia; Charles Heath, Warren, Hoboken
for Newburyport.
KEY WEST, Nov 6—Arrived, brig Almon Powell,
Young, Cardenas for New York, leaky.
MACHIAS, Oct 29—Cleared, brig Hattie, Guptill, Havana. nacco.

Cleared—Steamships W T Truxton, Frisbee, Havana;
St Louis (Br), Equoniston, Liverpool,
5th—Arrived, ship Winona, Staniey, Havre,
6th—Arrived, steamship City of Gaiveston, Evans, New
York.

felt—Arrived, steamship City of Galveston, Evans, New York.

Northwest Pass, Nov 1—Sailed, sehr A B Neilson.

NOBFOLK, Nov 4—Arrived, bark Ethan Allen, Hardy, Sydney, CB.

NEW BEDFORD, Nov 4—Arrived, ebris Richard Vaux. Robinson, Philadelohia: Lamartine, Butler, do; William Martin, Mayo, Hoboken; Maria Lonias, show, Roston for New York: S S Brown. Mott, Wareham for do. 5th—Arrived, sehrs M Vassar, Jr. Kelley, New York: A Hayford, Coombs, Baltimore.

Sailed—Schrs Lottie Beard. Bowman, Philadelphia: Memenio, Weeks, New York: W D Mangam, Chase, do; Maria Lonisa. Show, do; W W Brainard, Fitch, do; S S Brown, Mott, do.

NEWPORT, Nov 4, PM—Arrived, sehrs Eva H Lewis, Lewis; Joseph Oakes, Gardner; Essex, Handy, and Empire, Mathews, Providence for New York: Minerva, Brightman; Mediator, Davis, and Ney, Chase, Fail Riverior do; Charger, White Somerset for do; James English, Baraer, and Galota, Cammett, Providence for Go; Bemuel Fish, Teel, Boston for Wilminston, NO.

Keturned on account of head winds, schrs H P Ely, Stokes, Providence for New York; I H Borden, Dodge, Fall River for do; S W Ponder, Tarasher, Taunton for do; Polph, Allen, and W H Bowen, Golden, Bristol for do; Robert Center, Hulse, from Taunton for do; Julia A Tate, Tate, Providence for Tangter; Charlie Morton, Davis, Windson, NS, for Alexandria, James Albert Smith, Marion for do.

Sth, AM—Arrived, schrs & Hayford, Coombs, Baltimore for New Bedford (and sid); Nathan Cleaves, Atwood, and Finback, Gliver, Weilidect for Tangter; Charlie Morton, Davis, Windson, NS, for Alexandria, James Albert Smith, Patterson, Boston for Virgnia.

NORWICH, Nov 5—Arrived, schrs S J Gurney, Gurney, Rondout; James Hoffman, Schropshire, New Brunswick, Joseph Ward, do; Helen P. Hoboken.

NEW Ha VEN, Nov 5—Arrived, schrs S J Gurney, Gurney, Kundurt, Starford for New York; sloop Chas Lynch, Warner, Kingston, Schropshire, New Brunswick, Joseph Landers, Lindson, South Amboy; Nephenser, New York; sloop Active, Holt, do.

6th—Arrived, brist Jane Maria, Brown, South Amboy; Lilly Ernstei SOUTHWEST PASS, Nov 1—Sailed, schr A B Neilson, NORFOLK, Nov 4—Arrived, bark Ethan Allen, Hardy,

B Cahn, brig Ortolan and others unknown went to sea last evening.
PORTLAND, Nov 4—Arrived, brigs Geo Harris, Stowers,
Wood's Hole, to load for Cuba; Chas Dennis (new, 392
tons), Blanchard, Richmond, Me, to load for Cuba; shr
Tornado, McLutosh, Boston.
Cleared—Schrs Palos, Shackford, Cardenas; John Parnum, Chase, New York; E.G. Knight, Pratt, Rockland, to
load for New York.
Sth—Cleared, schrs Thomas Hix, Lurvey, New York;
Lizzie B. Gregg, Anderson, Philadelphia.
PORTSMOUTH, NH, Nov 5—Arrived, schr T.J Trafton,
Tapley, Georgetown, DC.
eatled—Ship Frank Jones (new, 1422 13-100 tons), Rasse,
New York; schr Jesse Williamson, Hoyt, Port Johnson.
Arrived in lower harbor 5th, schrs U.E. Heiler, Hopkins,
Bangor for New York; E.E. Stimson, Randall, Portland
for do.

which was inadvertently vossel in yesterday's edition, are mounted to day (7th), from the year of Giles Loring & Coat Yarnouth, Me. Sho will be commanded by Capt Marston, and is ewned by Capt will be launched tully rigged. She is intended for the will be launched tully rigged. She is intended for the will be launched tully rigged. She is intended for the will be launched tully rigged. She is intended for the will be launched tully rigged. She is intended for the will be severed to the second and the second tully rigged. She is intended for the will be severed to the second tully rigged. She is intended for the will be severed to the second tully rigged. She is intended for the will be severed to the second tully rigged. She is intended for the will be severed to the second tully rigged. She is intended for the will be severed to the second tully rigged. She is intended for the will be severed to the second tully rigged. She is intended for the will be severed to the second tully rigged. She is intended for the will be severed to the second tully rigged. She is intended to the will be severed to the second tully rigged. She is intended to the will be severed to the second tully rigged. She is intended to the will be severed to the second tully rigged. She is intended to the will be severed to the second tully rigged. She is intended to the will be severed to the second tully rigged. She is intended to the second tully rigged. She is intended to the seco

PAWTUCKET, Nov 4—Arrived, schr Blast, Taylor, Trenton.
5th—Arrived, schr Heien Romel. Corson, Philadelphia. Salled—Schrs Geo W Middleton, Nickerson, and Zuletto Renyon, Buckingham, Philadelphia.
SaN FRANCISCO, Oct 29—Cleared, ships Prince Eugene (Br.), Smith, Liverpool: Compadre (Br.), Waller, do; bark Conquest, Small, Queenstown; brig Jacmel (Fr.), Curtois, do.
Salled—Ships J A Thompson, Thompson, Liverpool; Ophelia (Br.), Strickland, do.
In port Nov 6, steamship Quang Se (Br.), Lachlan, chartered to carry wheat to Liverpool.
SAVANNAH, Nov 6—Arrived, steamship Zodiac, Chapin, New York; barks Aurora (Br.), Crosty, London (and was ordered to Buil River): Algeria (Br.), Brownell, Greenock; schrs Lena s Storer, Boston; Lady Bannerman (Br.), Abacoa.
Cleared—Schr Carrie Heyer, Poland, Providence.
Salled—Steamsship Herman Livingston, Mallory, New York; bark La Plata (Br.), Mathews, Liverpool.
SALEM, Nov 4—Arrived, schrs Maggie Mitchell, Rich, Port Johnson; Fred Fish, Davis, and L S Stevens, Studley, Weehawken, brig, W B Russell, York, Port Johnson;

Cleared—Scar Carrie Heyer, Poland, Providence.
Salied—Steamship Herman Livingston, Mallory, New
York; bark La Plata (Br), Mathews, Liverpool.
SALEM, Nov 4—Artived, achrs Maggie Mitchell, Rich,
Port Johnson; Fred Pish, Davis, and L S Stevens, Studley, Weehawken.

Sth—Arrived, brig M B Russell, York, Port Johnson;
schrs Sally Mair, Powell, Philadelobin; J S Pike, Dow,
and Restiess, Haskell, Elizabethport; J F Carver, Norwood; L W Wheeler, Lewis, and Samuel Nash, Seavey,
Port Johnson:
Salied, Schr J S Lamprey, Gould, Elizabethport.
SOMERSET, Nov 4—Arrived, schrs C C Smith, PhilHigh, Fort Johnson; Caroline & Cornelia, Growley, New
York.
Son W S Mount, Hawkins, New York.
Son W S Mount, Hawkins, New York.
Gord n, Philadelphia for Boston; Louisa Bliss, Alexandria for de; Charles E Morrison and Skylark, Haltimere
for de; John M Ball, Virginia for de; Salie Mair, Philadelphia for Salem; Light of the East, do for Bangor,
Samuel Nash, Port Johnson for Salem; Allegbania, New
York for Lynn; Lizzie Wilson, Baltimore for Bath;
Speedwell, New York for Rockland; George Hotchkiss,
Poughkeepisie for Neponset; Enos B Phillips, Mary D Ireland, Sarah C Smith and Ann S Brown, Boston for Philadelphia; Julia E Pratt, James H Moore, Mary Johnson
Mary Ann McCann, Luev A Blossom, Ira Laffreiner, do
lor New York; Plow Boy, Demisport for de; Adelia
Glr, Windsor, NS, for do; Crescent Lodge, Boston for
Battimore; Delia P Yates, Damariscotta for do; Adelia
Glr, Windsor, NS, for do; Crescent Lodge, Boston for
Battimore; Delia P Yates, Damariscotta for do; Adelia
Glr, Windsor, NS, for do; Crescent Lodge, Boston for
Battimore; Delia P Rathbun, do for Philadelphia.

Returned—Schrs Mary B Smith, and Helen Mar.

Salied, of the arrivals of to-day, schrs Lizzie Wilson,
John M. Ball, Chnries E Morrison, Louisa Bliss, Louisa
Mar, Light of the East, Skylark, and Speedwell, and all
before reported, except bark ironsides, schrs ida May,
Eartba, G P Fomerov, Red Rover, J B Marshall, Elia,
Abbie Pliman, Arthur Burton, Nellie Lamper, Alie
Burnha

MISCELLANEOUS,

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