Senater Windom's Views.

known. The administration would collect the fullest information possible to be obtained and sub-

mit all the papers and evidence to the consideration of Congress. He did not believe there would

be any war. For his part he was opposed to it un-

less it was absolutely required to sustain the na-

tional honor. He thought all the concessions we

should deem proper to demand of Spain would be granted by that Power. In his opinion Congress would not act hastily in the matter. Whatever it might judge was best to be done would be decided upon only after the most serious deliberation. It would have to be

found out whether we had a justifiable excuse to

proceed to the last extremity of hostilities. In

case of war we could easily take Cuba, but would

WEATHER REPORT.

WAR DEPARTMENT. OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, NOV. 20-1 A. M.

Probabilities.

For the Southern States falling temperature. generally heavy frosts, northwesterly winds and

For the Ohio Valley and thence over Tennessee

in interview with Senator Windom, of Minne-

CUBA.

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CONTINUED FROM THIRD PAGE.

course, will be expensive, as it requires large sums of money to move armies and fit out ships, but we are equal to the emergency." The question was then asked, "Do you find the Cabinet warlike?" and, answering that the sen-timent seemed to be to uphold the national onor, the Secretary continued, "The opinions of Mr. Fish are correct, and the Treasury Department is prepared to maintan these opinions." Question-Do I understand that you are in favor

of the annexation of Cuba? Answer (after a significant silence) - While I do

not say what I am in favor of, I do say that I will stand by Mr. Fish and whatever the State Department does. I believe the Secretary of State is a careful, cautious and judicious man, and that he will not get us into any embarrassments. That is my decided opinion. I have not given much attention to the subject in its present shape. It belongs entirely to the Department of State. I assume that if we had war with Spain it would result in the annexation of Cuba.

The Secretary was then asked if the acquisition of that island would not materially disarrange our tariff system, to which he replied :--

"At first, of course, it would upset everything, as we would lose a large sum of money the first year from the import duties on sugar and tobacco, which we now receive; but after that our internal collections on these articles, especially on tobacco, vould more than compensate for that loss."

Question-Would it not be necessary to keep a large army of customs officers there ?

Answer-Yes; it would be a great place for muggling. It would necessitate the establishment of custom houses all along the coast; and as there is such an extent of coast many persons would have to be employed to guard it.

The Secretary was asked if the department knew micially of the past history of the virginius. He replied that it did, the vessel having been twice owned by the government. Once she belonged to the Division of Captured and Abandoned Property of the Treasury, by which she was sold, and again in 1870 she was seized at Mobile for the debt of a defaulting Assistant Treasurer. She was then brought to the Potomac and sold to a New York man named Paterson. Her name was then the Virgin, but upon being taken to New York her name was changed to Virginius. I believe that the Virginius and the vessel which captured her-the Torado-were both built on the Clyde by the same builders for blockade-runners during the war.

BUSY AT THE WASHINGTON NAVY YARD.

Universal activity prevails in the Washington Navy Yard, and, in some of the departments, over time is being male. A large force is at work on the steamer Shawmut, third class, three guns, belonging to the North Atlantic station, and the Talpoosa, a transport, paddle-wheel steamer, is being rapidly repaired. A large force is engaged in the Ordnance Department making ammunition. Lieutenant Fletcher has reported at the Navy Yard as recruiting officer. His headquarters is on the receiving ship Relief, lying at the dock. Already me men have enlisted, and a large number of inquiries have been made as to terms.

THE VOLUNTEER MOVEMENTS

to raise troops have thus far been among the colored people, who, though no official intimation stimulates their action, apprehend the government will have need for their services in the field. The less excitable and by far the larger part of the population are settling down into the belief that services of those first to declare their willingness to enlist for Cuba will not be required.

CONVERTS TO ANNEXATION. Prominent gentlemen who have heretolore been opposed to the acquisition of Cuba now express themselves in favor of such a measure. They say the Spaniards receive from the United States many million dollars annually for such articles as we import from Cuba, while the United States are, owing to restrictions and arbitrary trade regulations, alost excluded from commercial advantages in the matter of exports. As one instance of this truth, the export of flour amounts nearly to prohibition, it being carried first to Spain and thence to Cuba at a duty of \$8 a barrel, and so of other American products. These gentlemen would prefer a new mmercial treaty, provided one could be obtained on just and equitable terms, with reasonable guarantees for its faitful execution, but as the Spanish government has shown itself powerless to enforce its authority in Cuba, and from the further fact that

OUR COMMERCE HAS BEEN FREQUENTLY INTERFERED

avenging the massacre of its citizens. At the same time they secretly pray that the government not a war man if it can be honorably averted. same time they secretly pray that the government will do no such thing, for it is generally conceded that a successful war with Spain on a question like this, when almost the whole country is ciam. orous for it, would popularize the republican party sota, Chairman of the Transportation Committee, he said that his time had been lately so taken up with other matters that he had not given that atto an extent not inferior to its war prestige after the "late onpleasantness" at home. It is looked upon by hundreds of thousands of people as one of tention to the Cuban troubles sufficient to justify him in expressing any decided opinion on the subthe happiest means of bridging "the bloody chasm" between the North and South, as the victories and defeats, the vanities and the misories of that doject. As the war-making power was alone invested in Congress the subject would, of course, be pre-sented to that body at the commencement of the session. By that time all the facts in relation to mestic struggle would be velled beneath the giories the capture of the Virginius and the execution of the passengers and officers and crew would be

mestic struggje would be veiled beneath the glories of the more recent and more honorable conten-tions with men of a different race, and for whom we never can have any national preferences. THERE WAS CONSIDERABLE ANXIETY yesterday morning to learn what intrher details were brought regarding the persons arrested on board the steamer City of New York at Havana; but there was little to be ascertained. It has transpired, however, that among the per-sons arrested was Mr. Emilio E. Romay, a cigar deaier, lately doing business at No. 82 wall street. It is stated by his friends that Mr. Romay went to Havana in the prosecution of his business as a cigar dealer and tobacconist, though it appears that his place of business was sold out on Thesday. Mr. Romay is a Cuban by birth and a citizen of the United States by naturalization. He is also a member of the First Company of the Seventh regi-ment of our National Guard, he having joined that command about four years ago. Those of the aftar are flighly indignant concerning it, and it is quite likely that it will be made the subject of a meeting. THE AMJOS DE CUBA held an important executive meeting yesterday

anite likely that it will be made the subject of a meeting. THE ANLOS DE CUBA held an important executive meeting resterday and their pet project, the fitting out of a superb expedition, is progressing with evident despatch, though definite information can be learned con-ceraing it. In order to avoid any violation of iaw or the possibility of detection the various elements of the expedition will be shipped separately from five or six different ports of the United States. Information of a very reliable mature reached some of the members of the United States. SPAIN IS NOT SO "HARD UP" for cash as she has been represented to be. Gen-erai Jourdan, who was present at the rooms of the "Amijos" yesterday, states that two separate instaiments of money, the first of \$25,000 and the second of \$30,000, were recently paid by a prominent banking house of this receipting agent thereior in behalf of the Spanish Legation at Washington. The money was not paid directly to the Legation by the bankers, because it was not deemed advisable that it should go so straight on the record. It is stated that the ordi-nary remittance to the Legation for salaries and disbursements generally is \$30,000 per month. Of course it is not known exactly what so larce an hists are that it will mostly be spent in Wash-ington. "LA PROTECTORA." proceed to the last extremity of hostilities. In case of war we could easily take Ouba, but would the acquisition of that island be of any advantage to the United States ? He was not in favor of an-exing it. He did not believe it would be of any advantage to us. He should be glad to see it free and independent, but the people were different in language and habits and would not assimilate to our population. The island, he thought, would be an element of weakness in-stead of strength to us. The execution of nearly the entire number captured with the Virginins was a shocking barbarity, revolting to the civilized world. Spain had never acknowledged a war as existing in Cuba, so any vessel had a right to enter any of the ports of the island. If the vessel was detected in filegal traffic she was liable to be confiscated and the persons on board of her engaged in it could be punished after a fair trial before the summary vengeance of a drumhead court martial. It was this hasty and illegal action on the part of the desards on uncle excitement and such a public chamor for the punishment of the perpetrator and its associates in the crime. Among the first questions to be answered are whether the Vir-ginus was an American vessel and entitled to frefeited legally all claim to be so onsidered? Had she returned to an American port would not the Custom House officers have compelled her to surrender her register as an American vessel and refused to give her clearance appers as such. If it be the lact that she had changed her nationality and become the property of substring expedition, then the other question arises, to what extent should the United States protect those claiming to be American citizens, who formed a portion of such expeditioners. All these points will have to se well weighed and con-sidered.

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sidered

clear weather.

OPINIONS OF PUBLIC MEN.

WASHINGTON, NOV. 19, 1873.

As an indication of the opinions of members of Congress on the Virginius massacre your correspondent gives the following report of interviews with several of them, in continuation of those already published.

Opinion of Senator Sargent, of California.

Senator Sargent, of California, on being called upon, said, in answer to the usual inquiry concerning Cuban matters:-

"I should prefer to wait until I hear the full statement of all the facts in the case. While I am in favor of upholding, at all hazards, the

JERSEY'S RECORD OF BLOOD.

Robbery and Probable Murder-An Old Man Chopped with an Axe in a Barroom-Escape of the Assassin.

At the northeast corner of Railroad avenue and Coles street, Jersey City, is a liquor saloon, kept by Richard O'Donnell. The barkeeper who attended the store lately was Patrick Larkin, a good natured, quiet old man. Many are the funny stories told of Pat by the children returning from school, and the policemen who were wont to "chaff" him about his bachelorhood. Pat was a great favorite with the old and the young. About five o'clock yesterday morning Pat opened the store and braced himself up for work. Twenty minutes afterwards a young man entered and called for a hot whiskey. Pat cast a quick giance at him, said "Yes, sir," turned his back to make the drink, and that was the last poor Pat remembered. The ruffian who entered was bent on plunder, and when Pat turned his was bent on plunder, and when Fat turned his back he was struck down by a terrific blow. The assailant was armed with a lather's axe, and he struck the miortunate barkceper nine times on the head. The scoundreil then went behind the bar and took the till with its contents under his arm. In passing out he noticed that the prostrate man had a watch, and this he snatched from Larkin's vest. The cowardly rufian threw the deadly weapon behind the store in the store, crossed to the west side of Ocies street, washed his hand of the blood at a hydrain and left the empty drawer on the side-witk. Twenty minutes elapsed and Carpenter, the mikman, passed that way. He called "Here Pat" four times' but, although the door was open and response. Carpenter peeped in and saw some-thing that startied him. He strode a few steps across the floor and then stood still. The moaning of a fellow man lying on the ground startled him. "Who is that." crite the affrighted mikman; but there was no answer. He retreated to the door to call a policeman; but there was no officer at hand. The horse was restive and Carpenter tied him up, after which he went into the store, and raised the prostrate form, when, to his horror, he found that the moaning in dividual was poor oid Pat Larkin, bleeding from every pore. It was a shocking sight. Carpenter called out frequently. "What's the matter Pat." the the was no reponse. He gave an alarn, and that the old man's head was gashed in nine places, the skull being fractured with the axe. Three of the wounds are fail. A HERALD reporter athe dight there presented was a pitchele on. The glass was running fast for Larkin, and he was found that the old man's head was gashed in nine places, the skull being fractured with the axe. Three of the wounds are fail. A HERALD reporter athe dight there presented was a pitchele one. The glass was running fast for Larkin, and he was to definious to give any connected account of the fati atteck on him. His pulse was running at 75. "What o'clock is it 17" the poor man asked, back he was struck down by a terrific blow. assailant was armed with a lather's axe, and he

SHIPPING NEWS

OCEAN STEAMSHIPS.

DATES OF DEPARTURE FROM NEW YORK FOR THE

and West Virginia, northwesterly winds, cold, clear weather.	MONTHS OF NOVEMBER AND DECEMBER.			
	Steamer.	Sails.	Destination.	Office.
weather. For the lower lakes northwesterly winds, occa- sional snow, cold, cloudy weather, clearing in the forencon. FOR THE MIDDLE AND EASTERN STATES NORTH- WESTERLY AND NORTHERLY WINDS, COLD, CLEARING AND CLEAR WEATHER. For the upper lakes and southward to Missouri, winds veering to southerly, rising temperature and partly cloudy weather. All the reports are missing from the Southwest, the Northwest and the Pacific coast. The Weather in This City Yesterday. The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, HERALD Building:- 1872, 1873. 3 A. M	Hoisatis City of Paris. Litaly Parthia Hansa India. Cuba. Wisconsin Caledonia. Silesia. Canada. Ceitic. City of Brooklyn. St Laurent. Pennsvivania. Sumaria. Abyssinia. Oceanoc. Goethe. Virginia. Oceanoc. Goethe. Virginia. Ceanoc. Bun AND M. Sun rises. Sun sets. Moon sets.	Nov. 20, Nov. 22, Nov. 22, Nov. 22, Nov. 22, Nov. 22, Nov. 22, Nov. 22, Nov. 26, Nov. 26, Nov. 29, Nov. 20, Nov. 20, Nov	Hamburg. Liverpool. Liverpool. Glasgow. Liverpool. Bremen Glasgow. Liverpool. Glasgow. Liverpool. Chargow. Liverpool. Chargow. Liverpool. Glasgow. Liverpool. Bremen. Liverpool. Glasgow. Liverpool. Liverpool. Glasgow. Liverpool. Bremen. Liverpool. Glasgow. Liverpool. Bremen. Liverpool. Glasgow. Liverpool. Bremen. Liverpool. Glasgow. Liverpool. Bremen. Liverpool. Glasgow. Liverpool. Glasgow. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen. Liverpool. Bremen.	Gl Broadway 15 Broadway 19 Broadway. 19 Broadway. 2 Bowling Green 2 Bowling Green 4 Bowling Green 4 Bowling Green 6 Broadway. 7 Bowling Green 10 Broadway. 15 Broadway. 15 Broadway. 15 Broadway. 15 Broadway. 15 Broadway. 18 Broadway. 18 Broadway. 18 Broadway. 19 Bro

Almanac for New York-This Day.

OUR CABLE SHIPPING NEWS.

HERALD SPECIAL REPORT FROM LONDON. Arrivals from and Departures of Vessels

for the United States.

Steamship City of New York, Deaken, Havana, Nov 15 at 7 FM, with mdse and passengers to F Alexander & Sons; Nov 17 and 18 had heavy gales from SW to NW; 19th, lat 38 10, lon 74 16, exchanged signals with steam-ship Wilmington, hence for Havana, and steamship Virgo, do for Savannah. Steamship Morro Castle, Morton, Havana Nov 13, with mdse and passengers to W P Clyde & Co. 17th, PM, had a severe gale from ENK, backingt to N. accompanied with high seas and torrents of rain; at midnight, barometer 28,66.

Arrived al do läth, steamship Frankturi (Ger), Bulow, New Orleans for Bremen. Arrived 13th, steamship Win G Hewes, Brown, Galves-ton, State State and State and State and State and State steamship Laborty, Hudgins, Baltimore: City of Mexico. State and State and State and State and State and State Arrived 14th, brig Emily J Sheidon, Sheidon, Bath. Arrived 14th, brig Emily J Sheidon, Sheidon, Bath. Arrived 14th, brig Emily J Sheidon, Sheidon, Bath. New Orleans: Eth, brigs Elens (p), Maristany, Charles-ter: Minite Traun, Dickson, Fernandina, Fanzen, New Orleans: Guit Stream, Whitehurst, Baltimore. Cleared 14th, bark Mary A Nelson (Br), MacNut, Fer-median Jorg Wenonah, Russell, Penscola. Matazaza, Nov II-Arrived, schr Alice Taylor, Fierce, Wolle.

5.65. Steamship San Salvador, Nickerson, Savannah Nov , with mdse and passengers to W R Garrison. Steamship Montgomery, Faircloth, Savannah Nov 15, rith mdse and passengers to R Lowden. Steamship Isaac Bell, Biakeman, Richmond, City Point nd Norfolk, with mdse and passengers to the Old Do-inion Steamship Co.

hoblie. Sailed 13th, brigs Harry, Ledgley, Baltimore via Sagua: Monarca (Sp), Maristany, Churleston. Sailed 13th, brig Emma, Buckman, Pascagoula. PARAMA, Nov 9—Arrived, steamship Arizona, Caverly, San Francisco. an Francisco. Sailed Oct 30, steamship Montana, Connolly, San Fran-

Art Jaco, Oct an-Artryed, Dark imperator (Br), simon ton, Bailimore. Artived Nov 3, schr Elizabeth, Brown, New York. Sagra. Nov 9-Arrived, bark Rebecca Caruana, John-son, Matanzas; brig A H Curtis. Merriman, Boston. Sr Jonss, NF, Oct 31-Arrived, brizs Chillianwallaha (Br), Fuller, New York; Nov 3, Rayenswood (Br), Lay-ton, do; Acadia (Br), Ganion, do. Sr Jons, NB, Nov 14-Arrived, ship Percy Thomson (new, 1228 tons), Dick, Clitton; 15th, schr Charlie Bell, Perry, Philadelphia. Cleared 16th, brizs J W Beard (Br), Sears, St Martins; Parana, Edgett, Matanzas; schr Mary D Wilson, McLa-ren, Cardenas to orders.

American Ports.

ALEXANDRIA, Nov 17-Arrived, steamship John Gib-on, New York. Sailed-Schrs Marlon Gage, Groton; Elword Dorau,

son, New Schrs Marion Gage, Grossell, Sailed-schrs Marion Gage, Grossell, New Haven. BOSTON, Nov 18-Arrived, schr West Denrin, Crowell,

Philadelphia. Sailed-Steamship Siberia. The vessels before report-ed outward bound, at anchor in the Roads, remained at

with mode and parseners to man, Richmond, City Point Steamship lasac Bell, Biakeman, Richmond, City Point and Norfolk, with mode and passengers to the Old Do-minion Steamship Co. Steamship, Richroond, Lawrence, Norfolk, with mode and passengers to the Old Dominion Steamship Co. Steamship North Point, Foley, Philadelphia, with mode to the Lorillard Steamship Co. Schr Sarah Clark, Griffin, Philadelphia for Pall River. Schr Sarah Clark, Griffin, Philadelphia for New Bed-ford ¹ PARAM. NOV B-ATTIVOL, steamship ATRONA, CAVETY, San Francisco.
¹ Nan Francisco.
² Riled Oct 30, steamship Montana, Connolly, San Francisco.
³ Briosaa, Oct 19-Arrived, brig Apollo (Br), Builer, Martinique (and sailed 21st for Inagua and New York); sent Lumma shanks (Br), Munroe, Demerara: 21st, Drigs Frospect (Br), Marshall, Barhados (and sailed 22d for Inagua and Boston); Ida E (Br), Smith, Rosario (and alted 2ist of Urks; Islands and New York); 22d barks D (hep)in, mathew, Montevideo (and sailed 22d for Inagua, and Boston); Ida E (Br), Smith, Rosario (and alted 2ist of Urks; Islands and New York); 22d barks D (hep)in, mathew, Montevideo (and sailed 23d for fo-Turks Islands and New York we do (and sailed 23d for for Urks); Islands and New York we do (and sailed 23d for for Jurks Jiands and New York); Nutter, Durks Islands; selied 23d for Porio Plata and Bettingue (alto, and the stands and Sailed 23th for (Br), Bell, Barbados (and sailed 23th for Turks Islands; and hav for Turk's Islands and New York, (another report says for Tybeel); 25dh, Sehra Katheen (Br), Thurber, Barbados (and sailed 25th for Apalachi-cola); 25th, E Waish (Br), Doclare, Barbados (and sailed 28th for Turk's Islands and Cape Ann); 27th, Dark Ada and Portland); brigs C L Adams, Soudder, New York, islex Nancy Ross (Br), McLeilan, Trinidad and sailed for Turk's Islands and New York); Annie (Br), McIntosh, Berbice (and sailed Nov1 ior Turks Islands and Boston); sehr Bouquet, Poulkes, Orchilia (and sailed tor futur) j Nov I, brigs Cora (Br), Anderson, Trinida ; 3d, Jura, (Br), Wulf, Barbados; (th. G W Hails (Br), Michener, Novi, Beige Cora (Br), Anderson, Trinida ; 3d, Jura, (Br), Walf, Barbados; (th. G W Hails (Br), Michener, New York; Nov1, brigs P Musson (Br), Coffil, 8t Juenter, Keir, Kio Janaito, Jis, brig Urgang (Br), Herry, New York; Nov1, brig S P Musson (Br), Coffil, 8t Juenz, Nov 9, achr Hilzaheth, Brown, New York.

rd. Schr A M Aldridze, Crowell, Philadelphia for Boston. Schr E H Atwood. Haskins, Philadelphia for Boston. Schr Silas Brainerd, Hughes, Philadelphia for Howell. Passed Through Hell Gate. BOUND SOUTH.

Big Prentise Hobse. Snow, Port Caledonia, CB, for New York, with coal to order. Schr Game Cock, Ridley, Millstone Point for New York, with stone to order. Schr Baltic, Parker, Bangor for New York, with lum-ber to Simpson, Clapp & Co. Schr Boston, Nickerson, Lane's Cove for Newark, with stone to order. Fish, Nantucket for New York, with fish to

hr D Comstock, Berry, Nantucket for New York, his ho H C kegers.

ith fish to H C Regers. Schr Niantic, Padelford, Taunton for New York. Schr Sarah & Falconer, Wilson, Providence for Pougheepsie. Schr Henrietta, Whilden. Pawtucket for New York. Schr Margaret Jane, Ford, Providence for New York. Schr J C Nash, Crowley, Portland for New York, with unber

umber. Schr Connecticut, Staplin, Newport for New York. Schr Oriando Smith. Perria, Portonester for New York. Steamer Electra, Motk, Providence Jor New York, with ndse and passengers. Steamer Bl Cid, Smith, Norwicn for New York, with ndse and passengers. BOUND BAST.

Steamshin Glaucus, Bearse, New York for Boston. Schr Newport (Br), Miller, New York for Yarmouth. Schr Harriet & Sarah, Willis, Port Johnson for Bridge-

Schr Harriet z Saran, willig Fortounien for Sciuate. Schr Banhea, Abby, Fort Morris for City Island. Schr Banhea, Abby, Fort Morris for City Island. Schr H Blackman, Arnold, New York for Boston. Schr Blackman, Arnold, New York for New Haven. Schr Sarah Bruen, Austia, New York for Providence. Schr Biegraph, Friest, New York for Moston. Schr Mahaska, Blake, New York for Milbridge. Schr Magizte Beil, Hall, New York for Milbridge. Schr Garoline Knight, Wilcox, New York for Lubec. Schr H & Metcalf, Handy, New York for Providence

SAILED.

Steamships Minnesota (Br), for Liverpool: Java (Br), do: New York (Ger), Bremen; I-alia (Br, Glasgow ; City of Houston, Galveston: Mediator. Norfolk: ships Hope, Liverpool; Pomona (Br), do; Sea Witch, San Francisco: Haze, Yalparaiso: barks Commodore Dupont, Alexan-dria, E: Marsesca (Ital), Gloucester; Northern Queen (Br), Bremen; Canada (Br), Leghoru; W & Anderson, Havana: Jeunie dial, Hull, E; Zlo Giorgio (Aus), Queenstown or Falmoult: Mio Cugino (Ital), Cork; Er-cole, do or Falmoult: Atlantic (Bus), do or do; Letiza (Ital), Gloucester, E: Foreste (Nor), London; Koliza (Swe), Rotterdam: Silas N Martin, Demerara: Eastern Star, do; Amgela, Halltax; Curasoa (Br), Cordon; Koliza (Ger), Moliendo; Anne (Dan), Oporto; Sappho (Br), Jacmel; schrs Rose & Adra, St George; Maud Webster, Galveston; Petrel, Pensacola; E D Endicott, Washington, DC. Also sailed, US frigate Juniata, for Cuba. Wind at sunset NW.

Marine Disasters.

Marine Disasters. Scnr F V Tunnet, (of New York), Graves, from Hondu-ras for New York, loaded with coconauts, struck on Stratford Reef, Conn, at 3 o'clock AM Nov 18, dritted across the Sound to Lioyd's Neck, and capsized. The captain and his wife were taken off by a lifeboat from Eaton's Neck. The steward (named White) and two the mean wave were taken of and wave of the

baton's Neck. The neward inamed while and two other men were washed overboard and drowned. The body of the steward was recovered. SHIF ANNIS FLEMING (3r), Pierrepont, from San Pran-cisco Srpt 11 for Queenstown, put into Honolulu Nov -, dismasted.

cleso S-pt II for Queenstown, put into Honolulu Nov -, dismasted.
 Sur OTTO & ANTONE (Nor), Gundersen, from Baker's Island for Cork, put into Apia (Navigator's Island) some time since in distress, discharged part of cargo, and thence went to Sydney, NSW, and repaired. She subse-quently returned to Apia and reloaded balance of cargo, and sailed Sept 16 for destantion.
 BAR GARSTANG (BT), Hornton, got ashore to the west-ward of Main Bar, near Wilmington, N C, morning of Nov IS, while attempting to sail in. The steamer Brandt went to her assistance, but got her hawser in her propeller while tugging at the bark and was compelled to anchor. The Coast Wrecking Company's steamer Winants, which was lying at Smithville, on her way South, subsequently went out and towed both the bark and the tug in. Neither sustained any damage.
 BAR LOTH (Ask, from Port Said for California (iron), before reported, put into Montevideo Oct 7 very leaky.
 BAR LANDKO (BP), Crosby, from Holio for Zebu (to load for Sandy Hook), was totally lost Sept 11 at Tabaste; all hands saved.
 BARG ANNE (Br), from Bermuda for St Lucia, put into

BRIG ANNIE (Br), from Bermuda for St Lucia, put into St Thomas Nov3 with loss of sails, rigging, topmasts, yards, &c.

BRIG MAURICE, from Cadiz for Gloucester, which put into Gibraltar Oct 9 with loss of spars, was refitting on the 29th.

Bits WINGGRNK (Br), from Philadelphia for Galveston, was blown ashore night of Nov II on the Lewes bar, alongside the railroad pier.
 SCHR DAYID WASSON, Tapley, from Bangor via Brooks, ville due gift for Unracos, with lumber, was lost at sea Ang 24. Captain and five men saved and landed at Montevide Oct 20. The D W was 329 tons burthen, and belonged in Brooksville, Me.)
 SCHR ELLA BARNES, which went to pleces on Saybrook bar, was from Fall River for Mew York.
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 SCHR ELLA BARNES, which went to pleces on Saybrook bar, was from Fall River for Staturday night, but came off without for providence for Dennis.
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 SCHR ELA BARNES, which went to pleces on Saybrook bar, was from Fall River for Alex and arrived at Philadelphia and for Saybrok for Baltimore, at Dennis for do: American Bardor for Baltimore, at Day for down and the warks were torn off on the port adde her and the work water. Ther chain biladelphia and her to the Breakwater. Her chain bilade bilade bila bib.
 SCHR BERNT ON ULAS, Were Kort Bardi, Johne Ba

INDIANOLA, Nov 11-In port schr Ida Lewis, repg salls. MOBILE, Nov 14-Arrived, ship Harmonides (Br), Lo-gie, Liverpool; schr Amos Edwards, Somers, Philadel-phia. MARLEHEAD, Nov 15-Salied, schrs Frances Ellen, Cousins, and Jas Alderdice, Rockhill, Philadelphia. MYSTIC, Nov 18-Arrived, schr Charmer, Noyes, Alex-andria for Stominston. Salied-Brig Frances Lewey, Lewey, New York. NEW ORLEANS, Nov 15-Salled, steamship Sherman, Halsey, New York.

sey, New York. th-Arrived, steamship Gen Meade, Sampson, New

Portland. NEW HAVEN, Nov 19-Sailed, schrs Elia H Barnes, Averv, and P F Brady, Kelly, New York; Katle J Hoyt, Arnold, and Oliver Scofield, Discoway, Baltimore. PORTLAND (Oregon), Nov 11-Arrived, brig Orient, McAllep, San Francisco. In the river 11th, bark Webfoot, Wheelwright, from

by the Spanish authorities, the most certain way of relieving ourselves from present and future trouble would be to acquire the island in the best way possible. At present the Spanish government is opposed to a separation of her colonies from the mother country; but hereafter there might be a state of affairs which would not admit of a previons consultation with Spain on that subject There were not only outrages in the West India waters to redress, but those against American citi zens residing on the Island of Cuba. These have been the subject of negotiation which has been embarrassed by Spanish official delay and the opposition of the Cuban authorities, the latter being consulted by the Casino Español, more potent than the throne itself in Cuba. Besides, there is no way of putting an end to slavery and

THE CRUEL AND BARBAROUS COOLIE TRADE under the present circumstances if we have to depend on the promises made by the Spanish govern-ment, which have thus fair failed of execution. Reforms in Cuba and Porto Rico in these respects have been pressed by our government, but without a practical result, for the reason already stated. The Spanish government is impotent to enforce its authority. The most common observer must see

THIS STATE OF AFFAIRS CANNOT EXIST MUCH LONGER. The public patience is nearly exhausted, and there is no telling when something more than protests and the asking for explanations on our part will be unanimously demanded by the citizens of the United States to secure peace on our border and gnard American interests and honor from future molestation and injury, and. lurthermore, to terminate forever the repetition of barbarities towards prisoners, whether taken in an insurrection or otherwise, which, while they receive the strong condemnation they deserve, have more than once been officially condemned by our government as contrary to the humane and Christian sentiment of the age.

THE VIRGINIUS RECORDED ON THE MARINE LIST AS THE VIRGINIA.

The Chief of the Bureau of Statistics states, with reference to the omission of the steamer Virginius from the last list of merchant vessels of the United States, that she is entered on the list, in page 294. as the "Virginia." a paddle steamer, tonnage 4,414 74; home port, New York. The official numer. 25,851, was awarded February 21, 1872.

NEW YORK AND THE WAR SPECK.

The State of the Popular Pulse-A Member of the Seventh Regiment Arrested in Havana-Money for the Spanish Legation-Dissolution of "La Protectora"-Large Contributions to the Cuban Patriots' War Fund.

All the clamor and bluster of the recent Americo-Spanish war cloud is dving out very rapidly and the "note of preparation" to meet the sternest result of the issue is universal, though it must be conceded not very ominous, taking things all in all. Public opinion, finding the government imperturbable, has concluded to wait and see what the govin the last few days quit the notion. They are going to give the government a chance to run this thing, and meantime are laying plans to get square if the government a chance to run this thing, and meantime are laying plans to get square if the government a chance to run this thing, and meantime are laying plans to get square if the government doesn't do what is right. As a rule, it is found that demonstrate berate the republican administration soundly for zot yindicating the mational integrity, and ernment is "going to do about it." The American

national honor and all the rights to which our flag is entitled I wish to do nothing in my capacity as a member of the United States Senate hastily. I utterly abhor the want of humanity exhibited by the Spanish colonial authori-ties in the execution of those captured on board the Virginius, and think some steps should be taken to punish the perpetrators. What is best to be done in the matter is a serious considera-

taken to punish the perpetrators. What is best to be done in the matter is a serious considera-tion. The administration cannot declare war. It can only do what it is now doing with commendable energy-make all the preparation in its power to meet the emergency should it arise. Congress and the authority to declare war, and, as a member of that body. I do not want to counsel such a declaration without being able to satis? my own conscience that I am right in so doing, and that the whole civilized world will justify my commuted by the colonial authorities?" "The would be the remedy for those outrages committed by the colonial authorities and feetual remedy; but there are several things to be taken into consideration before we determine up on the second second second second second second castelar, the President of the Spanish Republic, is firbid to make republican institutions successful he has among the great powers of the earth is our-sident to be so act with the utmost caution." "What would you suggest?" "Mat would you suggest?" "I am not as yet decided in my mind as to what be best. If is very evident that the Spanish hepublic by and aid in the effort to make his country free. We dever the colonial authorities of Cuba. That island is softicials are completely under the country of the Spanish volunteers, who do just what hey assess the count that the Spanish home for the Spanish volunteers, who do just what hey softing in the interests of the size outrof is island. I think that I would be vise policy to advise the Spanish gov-rune to decree the abolishment of hey sing in the interest of the size outrof of the Spanish volunteers, who do just what hey softing is not outries of the size outrof of the spanish volunteers, who do just what hey softing is not outries of the size outrof of the spanish volunteers, who do just what hey softing is and borities of the size outries of the island. I think that I would be would havery in Cuba, and that the United States would privates of the recent massace could be properly "How do you think it would fare with our com-

"How do you think it would have with our com-merce in case of war?" & "Badiy at first, for the reason that Spain had but comparatively little commerce, and ours is exten-sive. She has a larger navy than we have, be-sides which she could swarm the seas wits privateers. As Spain refused to be a party to the Treaty of Parls, which between cer-tarn nations did away with the right to issue let-ers of margue to private armed vessels, she would

a party to the Treaty of Paris, which between cer-tain nations did away with the right to issue let-ters of marque to private armed vessels, she would claim and exercise this as a right of war, and thus infict serious damage on our mercantile marine. I have the utmost confidence in the skill and bravery of our naval officers and sailors, but at the outset we should have to very largely increase our naval force to put us on an equality. Our monitors at close quar-ters can contend againstany iron-clas the Spanish inavy possesses, but the Spanish iron-clads are cruis-ing frigates, a class which we are entirely without. THE NEW HONSIDES, the only vessel of that class was destroyed by fire some time ago at Philadelphia. I visited League island a day or two ago in company with the Secretary and several of the prominent officers of the navy. It was their opinion that the weakest monitor could with safety to herself put a ball through the Spanish iron-clad if gate Aripiles, new at the Navy Yard at New York, which ves-sel is confidered one of the most formidable in the Spanish Navy. The monitor, however, would, of course, be unable to overtake her if she chose to avoid an action." "What force would be necessary to add to our army?"

The Republican General Committee of this city, accompanied by Sullivan's band, to-night complimented Governor Dix and Comptroller Hopkins with a serenade. Each of these gentlemen main a serenade. Each of these gentlemen made a speech. The Governor congratulated the republican party and the people of the state on the re-election of Mr. Hopkins, whom he character-ized as an efficient, faithful and trustworthy public officer.

SERENADE TO GOVERNOR DIX AND COMP

TROLLER HOPKINS.

ALBANY, N. Y., NOV. 19, 1873.

BILLIARD TOURNAMENT.

CHICAGO, Ill., Nov. 19, 1873. In the billiard tournament this afternoon Ubassy beat Slosson by a score of 400 to 370, in 48 innings The largest runs were as follows :-- Ubassy 57, 69, 25; Slosson 49, 37, 52. The old Frenchman played a waiting game to encourage the boy. The game to-night between J. Dion and Bessunger to-night between J. Dion and Bessunger was slow and uninteresting. It was won by Dion in the seventy-first inning, Bessunger made a score of 336. Neither made a notable run. The hall was crowded, and much in-terest was manifested. A game is now progress-ing between Ubassy and Garnier. The score, at a quarter past eleven o'clock, stood as follows:--Ubassy, 150; Garnier, 135.

FATAL EXPLOSION IN A MINE.

POTTSVILLE, Pa., Nov. 19, 1873. By an explosion of sulphur in the mine near Tremont to-day seven men were terribly burned about their heads and faces, and another. John Williamson, was instantly killed. The explosion created intense excitement among the women and children, who collected around the entrance to the mine, awaiting tidings of lathers, brothers and husbands who were prostrated far underground beyond reach and assistance for some time.

CANADA.

Calpable Lack of Discipline in the Bavarian Disaster-Ice in the Lachine Canal.

MONTREAL, NOV. 19, 1873. The investigation of the steamer Bavarian disaster shows that the gear for lowering the lifeboats was inefficient; the crew was undisciplined, and if any orders were given by the cap-tain after the fire broke out, they were unheard or unheeded. The tugs sent to help the steamboats in the La-chine Canal have not been able to penetrate the ice barrier.

BUICIDES.

Suicide of a Young Woman.

BOSTON, NOV. 19, 1873.

Mary Pfeiffer, a young German nurse in the City Hospital, committed suicide to day by taking poison. Family trouble is the alleged cause of the act.

Suicide from Financial Worry.

RICHMOND, Va., Nov. 19, 1873. E. S. Hutchinson, & clerk with Blair & Hunter, shot himself in the head this morning. The alleged cause is mental depression from commercial troubles. He will probably die. He was 40 years of age and leaves a family of six children.

THE THORNDYKE TRIAL.

Gordon Convicted of Murder in the

First Degree.

BELFAST, Me., Nov. 19, 1873. Chief Justice Appleton began his charge to the jury in the Gordon case at half-past eight o'clock A. M. to-day and closed at a quarter to ten o'clock. He was listened to with the closest attention by the jury and a large audience. The whole tenor of the charge was strongly against the prisoner. of the charge was strongly against the prisoner. The jury then restired, and, atter an absence of an hour, returned with a verdict of guilty of murder in the first degree. The prisoner received the verdict without emotion. His counsel moved for a new trial, which was overruled. The exceptions to the charge were al-lowed, the argument to be furnished within forty days. These proceedings are merely dilatory, and the prisoner will undoubtedly be sonteneed to desin at the fanance term of the Court.

The tollowing special despatch to the HERALD has h received from our correspondent in the British metropo-LONDON, NOV 20, 1873.

VESSELS ARRIVED.

Arrived at Gravesend Nov 19, brig Sophia Amelia

Arrived at London Nov 19, steamship Holland (Br), Bragg, from New York.

lis:--

(Swe), Bengstrom, from Wilmington, NC, for London. Arrived at Belfast Nov 19, bark Camogli (Ital), Bales-

tra. trom New York. Arrived at Queenstown Nov 19, barks Agon (Nor), Han sen, from New York; Sigurd Jarl (Nor), Tostensen, from

do. Also arrived at Queenstown Nov 19, at 6 PM, steamship Batavia (Br) Mouland from New York for Liverpool

Also arrived at Queenstown 19th, steamship Greece (Br). Thomas New York for Liverpool (and proceeded). Arrived at Moville Nov 20, steamship Angha (Br), Small, New York for Glasgow.

Arrived at Southampton Nov 19, steamship Rhein (Ger) Brickenstein, from New York for Bremen.

Arrived at Moville Nov 19. steamship Castalia (Br) Butler, from New York for Glasgow.

Arrived at Antwerp Nov 18, steamship Rydal Hall (Belg), Collin, from Philadelphia.

VESSELS SAILED.

Sailed from Deal Nov 19, bark George Treat, Ginn (from London), for New York.

Sailed from Liverpool Nov 19, ship Truce (Br), Cowper,

for New Orleans. Also sailed from Liverpool Nov 19, steamship Egypt

(Br), Grogan, for New York. Sailed from London Nov 19, War Spirit, for Pensacola

PORT OF NEW YORK, NOV. 19, 1873.

CLEARED.

Steamship Java (Br), Martyn, Laverpool via Queenstown C G Francklyn. Steamship Minnesota (Br), Beddoe, Liverpool-Wil-iams & Guion. Steamship New York (Ger), Limon, Bremen via South-ampton-Oelrichs & Co. Steamship Hammonis (Ger), Voss, Havre-Kunhardt & Co. Bicamship City of Houston, Deering, New Orleans-C H Mallory & Co. Steamship Mediator, Deering, New Orleans-C H hip Co. Bark Olivia Davis, Mantle, Sydney, NSW-R W Cameron & Co. Bark Pefino B (Ital), Caffarena, London-A P Agresta. Bark Saguenay (Br), Brown, Gloucester-P I Nevius & Son. Bark Martino (Ital), Giganti, Cork or Falmouth-John C Seager. Bark Syringa (Br), Gibbons, Belfast-Bagle, Biakslee & Bark Industrie (Ital), Schlaffino, Antwerp-A P Bark Piskatagua (Br). Scott, Antwerp-Funch, Edye A Co. Brig Wustrow (Ger), Massmann. Queenstown-C Tobias

Brig Ponvert, Allen, Cadiz-Marcus Hunter & Co. Brig Selina Stanford (Ital), Allyn, Naples-John C Sea

Brig Senar Barnard, Kingston, Ja. Brig Ramirez, Barnard, Kingston, Ja. Schr Southern Cross (Br), Friest, StJohn, NB, and Shu-lee-Heney & Farker. Schr Faima, Butler, Jacksonville-Bentley. Gider-sleeve & Co. Steamer Ann Ehza, Richards, Philadelphia. Steamer Middlesex, Buell, Providence-H W Jackson &

ARRIVALS.

rted, and brought her to the Breakwater. Her chain tes and bulwarks were torn off on the port side, but terwise she was in good condition. SCHR S J FORT got on the bar Nov 18 at Delaware Break-

Several schooners were damaged by collision in the lower part of Lewes (Del) harbor during the blow on the night of Nov 17,

ArLANTIC CITY, NJ, Nov 18-A bark is ashore on the up-per end of Brigantine Beach; no particulars yet.

per end of Brigantine Beach: no particulars yet. Newcastic, Del, Nov 17-Brig Mary E Thompson, for Boston, ran ashore on Goose Island at 4 PM yesterday, and a coal inden schr, unknown, ran on Bukhead Bar; both came of and proceeded without damage. QUEREC, Nov 19-Two inward bound ships are ashore at at Anne En Bas. Other disasters are reborted on the north shore, but there are no particulars. The Red Island Lightship was wrecked during yester-day's storm. The crew were saved. The stamer Quebec, for Montreal, turned back and went into winter quarters at Sorel. She reports the river hull of ice. Musellaneous. Purser Chas F Burke, of the steamship City of New

Purser Chas F Burke, of the steamship City of New

York, from Havana, has our thanks for the prompt de-livery of our files and despatches. Purser L O Douglas, of steamship Morro Castle, from

tavana, has our thanks for promptly forwarding our files

and despatches. Purser Wm Hathaway, Jr. of the steamship San Salva-

Purser Wm Hathaway, Jr, of the steamship San Salva-dor, from Savannah, has our thanks for courtesies. Brig Hazs, Hooper, now at Providence, has been char-tered by the Union Oil Company to load for New Orleans and return, on private terms. STRAMEN CANINA (Br, late Juan G Meiggs), 742 tons, built at Glasgow in 15 3, now at this port, has been sold for Canadian account at \$60,000, cash. SHIPPETLEDING.-Master Sargent, of East Deering, will build during the coming winter a clipper bark of about 600 tons, for Lewis & Co.'s White Line of South American packets.

00 tons, for Lewis a co. s while blue of could like packets. Messrs Briggs, of Freeport, have a bark of 1,100 tons will under way, which will be isunched next spring.

Notice to Mariners.

Notice to Autrian and can buoys in Soston harbor, Vineyard Sound and Buzzard's Bay are being taken up for the winter, and their places supplied with spar buoys, of corresponding numbers and colors. By order of the Lighthouse Board. O H PERKINS, O H PERKINS,

Foreign Ports.

Arrwant, Nov 15-Salid, steamship Pranklin (Ger), Dehnicke (from Stettin and Copenhagen), New York. Cannexas, Nov 12-Arrived, bark Jennie Cobb, Packard, Troon; brig John Swan, Romball, do. Havara, Nov 17-Arrived, steamship Crescent City (not Jöth), Guring, New York.

Boston, Nov 17, 1873

SCHR. L. B. CONFERTIMANT, before reported sunk at Lewes. Del, is still affort, but with her deck level with the water. If the weather is moderate she will be pumped out and towed to Philadelphia.

Francisco. RT GAMBLE, Nov 9-Sailed, ship Ermina Alvarez , Bozzo, Valparaiso. RT BLAKELY, Nov 9-Sailed, bark Nic Biddle. AN UNENOWN SCHOONER, apparently a bay craft, is re-ported sunk off No Point, Chesapeake Bay, and, being in the track of passing vessels, is a very dangerous obstruc-tion. A portion of her stern is above water.

PASS CAVALLO, Nov 5-Sailed, schr Nellie Crowell,

Nichols, San Francisco. PASS GAYALLO, Nov 5-Sailed, schr Nellie Crowell, Crowell, New York. PHILADELPHIA, Nov 19-Arrived, steamships C W Lord, Wiltbank, Savannah; Virginia, Ingram, and Fa-nita, Doane, New York: barks Marianna (Ger, Mayer, London; Rosendael (Fr), Pascal, Dunkirk; schra Elia Brown, Robinson, Windsor, NS; Kenduskag, Wyait, Providence; Maggie D Marston, Hooper, Bangor, Frank Jameson, Jamesoh, Providence; B A Scribner, Smith, do; Nadab, Cheney, Elizabethport; C P Stickney, Ma-thias, Fail River; Rosannah Lose, Johnson, Portsmouth; J Ricardo Jova, Little, New York; Benj tartsice, Stan-ford, Weymouth; John H Perry, Kelly, New Bedford; J C Cottingham, Ayres, Boston; Orlole, Croweil, do; Thos Borden, Allen, Pail River, Below, schrs Charles Moore. Paul P Helen, and C H Foster, from Holkon; Henry, from Windsor, NS; Richard Vaux, from Fall River; Tanisit, from Newport; S C Tryon, from Providence: Mary J Fisher, from Plymouth; Abraham M Edid, from New Bedford.

Pisher, from Plymouth; Abraham M Reid, from New Bedford. Cleared-Steamships Aries, Whelden, Boston; Wm F Clyde, Livingston, Providence; barks Ocean Express (Br), Crowell, Havre; Greyhound, French, Boston; brig A J Ross, Wyman, do; schrs Carrie B Woodbury, woodbury; South Shore. Whittemore; John C Cotting-ham, Ayres; M P Hudson, Vaughan; E C Gates, Pree-man; Jas Martin, Brown; Clarabel, Nickerson; C B Wood, Gandy, and Althea, Smith, Boston; Thos Borden, Allen, Fall Euver; C A Coulomb, Pennimere, Key West; W Mitehead, Titus, Newport; Delmont Locke, Hatch, Portland; S H Wheeler, Godfrey, Portmouth. Lawza, Del, Nov 19-Arrived, brig Jan Van Galem (Dutch), Van Loon, Liverpool. About 25 schooners re-main.

Lawss. Del, Nov 19-Arrived, brig Jan Van Galen (Dutch, Van Loon, Liverpool, About 25 schooners re-mailer, Van Loon, Liverpool, About 25 schooners re-mand Olive, Warren, Bangor for New York; Maria Lunt, Kent, do for Newark; N Moore, Keller, Belfast for New York. PROVIDENCE, Nov 18-Returned, schr John A Griffin, Poster, hence 17th for Philadelphaa. Towed back to re-pair damages caused by being run into evening of 17th by scamer Frances (Before reported). Sailed-Schr Wm Mason, French, Georgetown, DC; Lemuel Hall, Tripp, do (or Baltimore); Wm Bement, Wiggins, Philadelphia, Eva Diverty, Hand; Wm C At-water, Petty and Blackstone, Wickson, New York. Bild-Schr Uw 17-Arrived, steamship Old Domin-ion, Walker, New York, Sailed-Schr Jeddie, Tarner, Providence. SAN PRANCISCO, Nov 11-Arrived, ship Zemindar (Br, Stediford, Hong Kong via Macao; brig Olga (Rus), Sagled-Schip Germania, Baker, Schome; bark Pow-hatian (Br, Thomas, Portland. Sailed-Schip War Hawk, Sorman, Port Discovery; St Charles, Smalley, New York; bark Scolland, Gildden, Sandmang, Patropaulski. Sailed-Schip War Hawk, Sorman, Port Discovery; St Charles, Smalley, New York; bark Scolland, Gildden, Sandmangher, Smalley, New York; bark Scolland, Gildden, Sandmanghe.

Measys Briggs, of Freeport, have a bark of 1.100 tons well under way, which will be launched next spring. P 8 Merriman and Sylvester Stover are getting to-gether the material for a first class three masted schr of 400 tons, to be built at West Harpawell for parties in Port-land, and to be commanded by Captain Dyer, formerly of brig Mechanic.

SAVANNAH, Nov 16-Arrived, ship R & Lane, Murray,

Faimouth. 1910-Arrived, stoamships Huntsville, Crowell, and San 1910-Arrived, stoamships Huntsville, Crowell, and San Jacinto, Hasard, New York; brig Gerhardina (Ger), Vis-ser, Emden. Linden. Wrig Helen, Furbish, West Indies.

ser, Emden. Cleared-Hrig Helen, Furbish, West Indies. SALEM. Nov 17-Arrived, brig Frank Clark, Watson, SALEM. Nov 17-Arrived, brig Frank Clark, Watson, Doboy Island for Damariscotta schre David Currie, Bar-reil, Baltimore; Geo Kilborn, Stanley, Philadelphia for Bangor; Mary Louisa, Snow, Port Johnson; Bita May, Dix, do for Newburyport; Dolly Varden, Allen, Weehaw-ren.

SACO, Nov 17-Arrived, schr Wyoming, Foss, Philadel-

Innd. and to be commanded by Captain Dyer, formerly of brig Mechanic. Lawefirm-At Walton, NS, 3d inst, from the yard of Messra W S Vaughan & Co, a fine brigantine, called the Rosella Smith, of the lollowing dimensions:--Length of keel, 135 feet; breadth of beam, 32 % feet; dopth of hold, 17% feet; copper fastened and thoroughly irco-kneed. locust treenalied, iron water tanks. Her finish is com-posed of hard pine, hemlock and oak, and she has all the modern improvements. She is classed 9 years at French Llowds, is owned by W S Vaughan, builder, John McCul-loch, Capt Mark Shaw, of New York, and Captain Benja-min McCulloch, who will command her. "A bark of Stons, called the Embla, was launched by the actual time spent in building was only three months. New Harms, Nov. 18-The charred hulk of steamer laac F Smith is being removed by the Stambath Co at an expense of about 340 per day. She is in the chan-nel and is at present an obstruction to mavigation. Pont.asn. Me. Nov 17-The new three-masted schooner nel and is at present an obstruction to mavigation. Fourtaxes, Me. Nov 17-The new three-masted schooner Allie Bickmore, now Iving at the foot of Brown's wharf, was built by Abiel Gove, at East Boston, 's wharf, launched about five weeks ago. She was built under the supervision of Captain Wm H Bickmore, who will com-mand her, and is 390 tons, new measurement, and ra es all' for eiven years. Her owners are Capt Bickmore, Henry Lowd & Co, of New York, Ahiel Gove and James Billss, of Boston. She was chartered by C A Chase & Co, of Portland, and will make her first voyage to Cardenas with a cargo of shooks and lumber, and will sail to-mor-row, probably.

Ben.
 SACO, Nov 17-Arrived, schr Wyominz, Foss, Philadel-phile, Strand Ben.
 SACO, Nov 17-Arrived, schr Hattlou Gard, Philadolphis for Cambridge.
 Saited-schrs Labao and Cephas Starrett.
 Th port, steamer Gen Whitney : bark Andes, brigs Pro-teue, Schrs Labao and Cephas, Starrett.
 Th port, steamer Gen Whitney : bark Andes, brigs Pro-teue, Schrs Labao and Cephas, Starrett.
 Th ort, steamer Gen Whitney : bark Andes, brigs Pro-teue, Schrs Labao and Cephas, Starrett.
 Th ort, steamer Gen Whitney : bark Andes, brigs Pro-teue, Schrs E. Rovers, Katje Mitchell, B. F. Low-schrs Gara E. Rovers, Katje Mitchell, B. F. Low-ell, J. G. Drew, Bramhall, P. S. Lindsay, Rrd Workes, Hickman, Jesse Hart, Stephen Woodburs, Users Jane, Island Belle, Mall, Frances, Albion, Henry Whitney, R. Jeacch. Excler, Chas P. Heyer, Koret, Mary, Cobb, Sarah E. Snow, Flonger, Flora, Albio, Henry Whitney, R. Leach, Excler, Chas P. Heyer, Koret, Mary, Cobb, Sarah E. Snow, Pioneer, Flora, Albio, Bloe S. Oakes, Leaward Morse, Majestic, Australia, J. S. Weldin, Mary F. Cushman, Kittis Stevena, Bota, Kelle C. Paine and Flora A. Newcomb.
 Buh-Artivot, Steamer Neptune, to tow steamer General Whitney to Boston.
 WILMIGTON, NC, Nov 17-Arrived, barks Elite (Br).
 Avery, Greenock; Garstang (Br, Thornton, Liverpool. Cleared-Schr Humyside, Derrickson, New York.

MISCELLANEOUS.

A BSOLUTE DIVORCES OBTAINED FROM DIFFER-ent States for desertion, Ac.; legal everywhere; no publicity required; no charge until divorce granted; ad-vice free. M. HOUSE, Attorney, 194 Brondway,

-HERALD BRANCH OPPICE, BROOKLYN, coruer of Fulton avenue and Roerum street. Open from S A. M. 10 9 F. M. Gn Sunday from 3 to 9 A. M.

A BSOLUTE DIVORCES OBTAINED FROM COURTS of different States; legal everywhere; no publicity; no fees in advance; advice tree; commissioner for every Srate. Counseitors 4L Law, 36, Brogen X2,

The steamship Franconia, from New York, at Portland 19th, reports that Handkerchiel Lightabip, on Nantucket Shoais, has goue adrift. **Spoken.** Ship Hermine (Ger), Jabeng, from Bremen for New York, Nov 11, lat 45 4, Ion 64 38. Bark Nehemiah Gibson, Bradford, from Boston for Val-paraiso, Sept 24, lat 49 20 8, Ion 66 90. A German bark, for Philadetohis, with No 144 on her signal, Nov 15, lat 37 40, lon 37 30. REFORTED BY THE HERALD STEAM TACHTS AND HERALD WHITESTONE TELEGRAPH LINES. Steamship Penasyivania (Br), Braes, Glasgow Nov 8 and Larne 9th, with mdse and 45 passengers to Austin Baldwin Co. Had heavy weather throughout. Theamship Silesss (Ger), Hebieb, Hamburg Nov 5, and Southampton 5th, with mdse and 402 passengers to Kun-hardi 4 Co. Nov 13, encountered a violent hurricane from NW, lasting 26 boors; thence strong variable winds, with much rain. Nov 10, lat 4957, ion 15 47, passed bark Norms (Br), bound W: 17th, 5 17M, lat 44 ion 63 30 passed a White Star steamer, bound 5; 10th, 17 miles sW of Fire Island, pageed a sunkeen acbr, with topmaste just above Match.