10

THE RAILROAD STRIKE.

General Stoppage of Freight at Fittsburg-Determination of the Engineers to Stick Together.

Statistics and Sentiments of the Erotherhood.

PITTSBURG. Pa., Dec. 27, 1873. The strike of railroad engineers and firemen continues, and the trouble to-night is more serious and aggravating than it has been yet.

All the ratiroad lines for the West refuse to receive any more freight, and Eastern freight from New York, Philadelphia and other points is accumulating rapidly, blockading all the siding tracks for a considerable distance from Pittsburg. All the ccommodation trains on the Pittsburg, Fort Wayne and Chicago; Pittsburg and Erie, Cleveland and Pittsburg, and Pittsburg, Cincinnati and St. Louis railroads have been taken of, with the exception of one, which left this evening at si's o'clock, drawn by a locomotive run by an emply sye in one of the machine shops.

No Sunday trains will be run to-morrow. Int the through express trains are enabled to lef, ve daily and on time. Passenger trains coming east are being consolidated at certain points fin the West, and are being brought in as nearly or, time as possible. No effort will be made to, move freight until next week, but by that time the roads will be in a dreadful condition, as the tracks for miles from this city are completely blockaded with endless strings of freight cars. Rumors are affoat to night-and which appear to have substantial toundation-that the engineers and firemen on the Pennsylvania Central Company will not submit to the reduction which was proposed to go into effect on the 1st of January, but will strike on Monday next, if the order is not rescinded before that time. A large and enthustastic meeting of engineers was held this morning. It was a body of intelligent men, and was as orderly and harmonious a meeting as was ever assembled by any body. J. G. Sample, President of the division which includes the engineers of the Pittsburg, Fort Wayne and Chicago, and Cleveland and Pittsburg railroads, addressed the meeting He said he had an interview with Mr. McCullough on Monday evening and Tuesday morning. Mr. McCullough upon being spoken to said that com-Dany was

ALMOST BANKRUPT.

but that the old wages would be restored to the men as soon as the other roads did the same. The President called again in the evening, but without asy more success. He also called again on Tuesday morning, when McCullough asked how matters were then ? Mr. Sample replied that they were much worse than ever. McCullough then said, "Strike and be damned !"

WHAT THE STRIKE MEANS.

The President continued to say that it was not -only the reduction of 10 per cent which the engineers objected to, but they were obliged to lay off several days in each week, and thus his own wages had been reduced altogether about \$44 per month. The speaker explained that the strike was much more general than the representatives of the company would admit. All the men on the west end of the Fort Wayne road had gone out and they would stick together.

Speeches were made by others, and the men piedged themselves to stick manfally together, after which the meeting quietly dispersed.

THE DECLINE IN BUSINESS ON THE BOAD. William Shaw, Vice President of the Pennsylvania Company, on being interviewed this afternoon, said, the immediate cause of the strike is that a reduction of 10 per cent on the wages of all employes from President down had been ordered for e good reason. Perhaps the Pennsylvania Central countermanded its order for a reduction. which was to take place at the same time. It will however, attempt to put it into effect next Thurs. day. The Pensylvania Company, Mr. Shaw said, has promptly paid all its employes at the end of every month, the payroll being provided for before any other indebtedness. The amount disbursed in cash to employes alone is from \$1,000,000 to \$1,200,000 per month. The payments have always been made the same day and never do any delays occur. "We can't afford to put on this to per cent we took off," said Mr. Shaw, "because the reduction in the rates of freight and the shrinkrge of business has become so great that it beessary on the part

mately concerned in the movements of 'the rafi roads. Your correspondent had an inter view with Mr. Wilson, in which he stated that the recent strike was

NOT AUTHORIZED, CONSENTED TO NOT . ENCOURAGED by the brotherhood in any partiy ular. The rules did not justify it, nor did the order sanction it. At the same time Mr. Wilson e spressed the idea that the railroad companies b' .d been hasty in their reduction of wages, and the it the matter could have been amicably settle d without resort to extreme measures. The b' otherhood, at their headquarters, deny all kn' swiedge of the strike in an official character.

The trains on the f sleveland and Pittsburg branch running into the e ity have all run regularly to-day, but it is report ed that there will be a general strike at twelr e o'clock Saturday night, and that all trains will be stopped where that time overtakes them. What the result will be remains to be seen.

Real n of the Strike as Given by Engineers at Cincinnati.

CINCINNATI, Ohio, Dec. 27, 1873. A reporter has visited the striking engineers in he Pendleton yards, and received a number of statements in regard to the cause of the strike. Messrs, Jessup, Zeigler, Price and Clemmins, the oldest engineers on the Little Miami Railroad, state that about two years ago Colonel Thomas Scott and Messrs. McCullough and Sayng and the engineers made an agreement in regard to the salaries of the engineers, and that the contract then made should not be violated by either party before both parties had discussed the matter. The engineers claim that

THIS AGREEMENT HAS BEEN VIOLATED.

They think that, considering their dangers, responsibilities and the number of their working hours, their wages are not too high.

That there was a large minority of engineers who dreaded the issue is shown by the fact that out of 51 engineers of the Cincinnati division 25 voted against the strike. Superintendent Ellison expects to move all the passenger trains on Monday morning as usual. To-day all the passenger trains left on time except the accommodation train.

The Brotherhood Hope To Keep the Strike Up. Columbus, Ohio, Dec. 27, 1873.

Mr. Caldwell, General Manager, stated to your correspondent that engineers attempting to run engines at Indianapolis were fired by a mob. The Governor of Indiana at called upon the authorities for aid. The Mayor of Logansport read the Riot act, and gave notice that if it was disregarded the police were armed and orders had been given them to fire on the mob on the slightest provocation.

The men at Dennison

LOOK VERY BLACK. They have evil intentions stamped upon their faces. Adjutant General Scarrett furnished arms and ammunition to the men sent by the company to Dennison and Bradford, another hornet's nest. Outside workers, it is leared, are the ones to place

obstructions on the road. The news of the return of engineers at Cleveland and Pittsburg to work is not considered favorable to the company's interests, as the Columbus, Mount Vernon and Cleveland road, formally transferred to the Pennsylvania Central on the 22d inst., joins the strike on January 1. Another strong point is expected from the Pennsylvania Central road's own engineers, whose wages will be cut down 10 per cent on January 1. The Brotherhood at its stronghold in Cleveland

HOPE TO CONTINUE THE STRIKE

long enough to have the aid of the Eastern divisions

The report is circulated that the Pittsburg, Fort Wayne and Chicago resumed running, but the quarter from which it was received is considered doubtful. Everything is quiet here. With aid from the authorities the regular trains will run in a day or two.

The Baltimore and Ohio Company is reaping a harvest. It is scattering posters announcing special cars to run through between Pittsburg and Chicago. Great excitement still exists.

Shall the Militia Be Called Out!

COLUMBUS, Ohio, Dec. 27-Midnight, Up to midnight no violence or particular trouble has occurred by reason of the strike of the en gineers. The railroad authorities to-night shipped 500 cartridges to Bradford Junction for the use of the Sheriff of Darke county. There has been a consultation with the State authorities relative to for duty, in case they are reduce expenses wherever possible. While they | needed; but, up to this hour, no calls have been issued.

A PRIZE FIGHT INTERRUPTED.

Tom Gantley, of Providence, and John Conlon, of Eoston, Exchange

Fistic Civilities.

Thirty-one Rounds Fought-Irruption of Massachusetts Police and Seizure of the Entire Farty.

SAUGUS, Mass., Dec. 27, 1873. Thirty-one rounds and a descent by the police, who captured both of the principals and all parties present, is the story of a prize fight at the Halfway House this morning, between John Conlon, of Boston and Tom Gantley, of Providence. The set-to was to have come off in Rhode Island some days since, but the officers of that little borough got wind of the affair, and arrangements were then made for it to take place in the notorious and disreputable house reterred to. Besides the principals in the mill and their seconds there were not more than a dezen others admitted to the secret, and these let Boston in carriages at an early hour this morning for the scene of the contest. Upon their arrival the windows were darkened and arrangements for business were at once commenced and rapidly completed. A ring was pitched, and the bruisers quickly got down to their work in a rattling manner. In external appearance the men seemed to be unequally matched. Conton, the Boston man, was the tailer of the two, and, as he had the appearance of having been carefully trained, there seemed to be an impression that he would be too much for his opponent. Gantley, though shorter, is stoutly built, and seemed chock full of plack and endurance.

would be too much for his opponent, charley, though shorter, is stoutly built, and seemed chock full of plack and endurance. The fighting was brisk, both men seeming dis-posed to torce it. Conlon's extra height and long reach soon began to tell upon the countenance of Gantley, and before half a dozen rounds hal been fought the latter presented a sorry appearance. He came to the scratch promptly, however, at every call, and returned upon the body of Conlon the blows which he received upon the lace. In this way 31 rounds were fought, and at that time Conion bore few marks, while the visage of Gantly was a study for an artist. Both eyes were closed, the lower jaw was twisted far out of its normal shape, blood flowed in streams, and his iace was black with the terribic punisument he had received. After being sponzed off the men toed the mark for the thirty-second round, and it was just here that the police burst in. There was only one door to the room, and, to the astonishment of the party, half-a-dozen officers made a dash through this with drawn billies. Of course, there was a sudden stampede, every man seeking his individual safety, and the universal desire being to get out of the room. Those who sought the windows were confronted by police badges with billes abore them, and were cither pacceably handcuried or knocked down and then ornamented with the room for a lew moments and numerous

the windows were confronted by police badges with billes above them, and were either peaceably handended or knocked down and then ornamented with the bracelets. There was slashing work in-side the room for a lew moments, and numerous scalps were opened and considerable blood let out. A party of three or four leaped into the river and swum through the water and ice for a considerable distance in the fruitless effort to reach Revere. They quickly returned, however, and were captured. The principals in the fight were taken to Chelsea and submitted to medicat treatment, of which Gantley, especially, seemed much in eed. THE ARRSTED ONSA The spectrators, 11 in number, including the pro-prietor of the house, Thomas Gately, were taken to Lynn, where they were locked up. The names which the arrested spectators gave are in many cases undoubtedly fictuitous. They appear on the lail register as follows:— Joseph Williams, John Thompson, Harry Welch, Andrew T. Durgan, William Dunn, William Green, Thomas Burns, Charles Jackson, Frank Howard, William Gately and William Smith. They will be confined in the Lynn station house mult Monday morning, and then the whole party will be arraigned before the municipal court. How The FOLICE GOT WIND OF THE FIGHT. Several days ago one of the roughs, who is tame-iess for the present, informed the State police what was about to take place, and the officers, keeping their own counsel, set about to prevent it. Last night a Chelsea onfloer discovered what he considered an unusual amount of hack travel in the direction of the Hall-way House, and, summoning a squad of other offi-cers, they at once took carriages and set out for heack travel in the direction of the Hall-way House, and, summoning a squad of other offi-cers, they at once took carriages and set out for heack travel in the direction of the Hall-way house, and, summoning a squad of other offi-cers, they at once took carriages and set out for heack travel in the direction of the Hall-way house, and, summoning a squad of other offiemployes engaged in acks. Several pick ance of a gang of ranthact embods Several pick-ets had been thrown out by the sporting party, but their suspicions were not aroused by the gang of snow ploughers; the latter, therefore, passed quietly on and soon reached the Half-way House, where they set about the execution of their plans and with the success above stated.

MISS CUBA LIBRE AGAIN.

She Has a New President Pro Tem. in

Salvador Cisneros-General Aguilera the Coming Man-The Action of the

an ordinance wresting from the incoming Mayor for many years-the appointing of certain officers to special posts. It is opening declared that this opening of the provide the provide the post in the special posts. It is opening declared that this special posts. It is opening declared that this one would never have been thought of, as evidently if never was acted upon int after the present Mayor, a republican, was declated and a democrat elected. Again, on Fri-day night, the Council tampered with the police force, turning of some forty men, reappointing would deugastas bickerson. There are about ST HUNDREN COLORED VOTES News. For the last year or two the only off-right persentiative they have had in the city gov frait representative they have had in the city gov frait perfect ticket. This opened the eyes of the due democratic ticket. This opened the eyes of the due to the dest year or two the only off-the democratic ticket. This opened the eyes of the due the democratic ticket. This opened the eyes of the due to be dearing silver silved and hardy be and gold, bearing silver silved and hardy focusts. Meanwhile the republican managers take due to a pointics' in their police manipulations. DIN DECLE MULTISHLY REFUSE

THE PEOPLE MULISHLY REFUSE

THE PEOPLE MULISHLY REFUSE to be convinced that way, especially when they find excellent officers alter ten years of faithful service turned off for no reason, but simply be-cause of their political persuasion. There is con-siderable talk of thoroughly revising the city char-ter. One of the first things to be done is to provide that the police force shall be fifted out of the foul slough of politics it is now in, rendering it impos-sible for the most efficient chief officers to raise its standard.

NEW YORK CITY.

The police arrested 1,978 persons during the past week.

The clerks, sweepers and cartmen employed in the markets were yesterday reappointed.

There were 472 deaths, 383 births, 158 marriages, 39 still births and 383 births in the city for the week ending at noon yesterday.

Fire Marshal Sheldon reports 18 fires for the past week, upon which the estimated loss is \$17,470 and the insurance \$105,600.

Seven hundred and thirty-five lodgers were re ceived in the different station houses up to and including the 26th inst., a decrease of 303 from the previous week.

The Police Board yesterday afternoon referred

the matter of laving out the boundaries of the new police precincts in Morrisania to the Committee on Station Houses.

Commissioner Van Nort makes the following report of public moneys received by the Department of Public Works during the week ending yesterday (Saturday) :--For Croton water rent and penalties, \$15,800; for tapping Croton pipes, \$\$4; for vault permits, \$1,395; for sewer permits, \$90; for sewer pipe soid to contractors, \$443. Total, \$17,843.

The appraisers' department and public stores, now situated on Church and Greenwich streets will be transferred on the 1st of May next to the block bounded by Washington, Laight, Hubert and West streets, which has been leased by the government for a term of years. There are three large ment for a term of years. Incre are three large buildings on the plot, connected with each other, which occupy the entire front on Hubert and Washington streets and part of the front on West and Laight streets. The unoccupied ground will be used in connection with the public stores. The buildings are of brick, with iron beams, and are six stories in height, each story being about 18 feet. They were formerly occupied as storehouses and for other purposes by private firms.

RUN AWAY ACCIDENT.

A horse belonging to H. C. Briggs, cooper, North Fourth and Second streets, frightened by the nu-merous horse cars at the foot of Broadway, Williamsburg, and having broken the shafts of the wagon to which he was attached, took to the side-

waik and continued thereon as far as Twelfth waik and continued thereon as far as twenth street, where he was caught by Officer Charles Quin. During his frantic career, several persons were injured, the names of two only, however, being ascertained. Mr. shaw, residing at No. 229 Yates avenne, severe scaip wound, and Theodore Hughes, of South Fourth street, right leg broken; while the remainder, whose injuries were slight, refused to give their names.

give their names.

SHIPPING NEWS

OCEAN STEAMSHIPS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF DECEMBER AND JANUARY.

Steamer.	Sails		Destination.	Office.
innesota	Dec.	31	Liverpool	29 Broadway.
Alla	Dec.	31	Glasgow	7 Bowling Gree
uba	I ec.			4 Bowling Gree
olsatia			Hamburg	61 Broadway
pain			Laverpool	69 Broadway.
ity of New York	Jan.		[Liverpool	15 Broadway
altic	Jan.		Laverbool	19 Broadway.
smaria	Jan.			4 Bowling Gree
				2 Bowling Gree
thunia	LInn.	3	Ginsgow	7 Rowling Gree

Schr Sarah J Garney, Gurney, Providence for New York. Schr Bhoda Holmes, Todd, Boston for Philadelphia. BOUND EAST. Havasa, Dec 20-Arrivec, Orig Fausuna, Dianemara, Cardiff Arrived 25th, bark Sandy Hoos, Barstow, New York, Maranzas, Dec 19-Arrived, Schr M L Si Fierre (Br), Carter, Wilminston, NG. Cleared 19th, brigs Joven Antonio (Sp), Bosch, Savan-nah : Raven, Nash, Paseagolia. Nurveartiz, NSW, Oct 3-cailed, ship Lady Dufferin (Br), Fen, San Francisco, In port Oct 18, ships Woosung (Br), Parker, for San Francisco in a few days: Wasiale (Br), Bailite, and Hoagley (Br), Seiders, for do. Notes Synsw, Cd, Dec 13-Arrived, barks Ismyr (Br), Witht, Rotteriam (and cleared for Poilladelphia). Riv Jasenso, Dec 6-Arrived, bark Amazou, Show, Bailtimore.

GIBEALTAE, Dec 2-Arrived, bark Progress (Nor), Oiset, Philadelphia: 3d, brig Petrino (Ita), Lauro, New York, GUASTANAMO, Dec 11-sailed, brig Elizaboth, Berry, north of Hatteras: HAVANA, Dec 20-Arrived, brig Faustina, Blanchard, Cardiar.

Baltimore. SAGUA, Dec II-Arrived, brig Lochinvar, Nickerson, Greenock.

Greenock. NF, Nov 29-Arrived, brig Lochinvar, Nickerson, ST JOINS, NF, Nov 29-Arrived, brig Florence (Br), Rex, New York. Dec 37-There are no signs of the steamship Phonician (Br), from Liverpool, now fully due. ST JONS, NB, Dec 23-Cicared, schr Freddie C Ebbett, Veal, Matanzas.

American Ports.

ASTORIA (Oregon), Dec 19-Arrived, bark Aroneo (Br),

Peru. The bark Loch Dec (Br), from Hull (previously report-ed) has not arrived. ALEXANDRIA, Dec 26-Sailed, steamship E C Knight,

New York. BOSTON, Doc 27-Arrived, steamer Saxon, Baker,

BOSTON, Doc 27-Arrived, steamer Saxon, baker, Philadelphia. Cleared-Steamers Roman, Crowell, Philadelphia; Glaneus, Bearse, New York; ship Gleniffer (Br.) Cum-ming, Glascow; bark: Eliza White, Woj on. Martinique and Guaialouce; Elizabeth, Brown, Salem, to loud for Cane de Verds; brizs Plathe Faton. Cook. Aspiowall; Novelty, Havener, Cardenas; Kevstone, Carter, Nor-folt; schrs Mabel # Staples, Cole, Trinidad: W S Jordan, Baker, Galveston; John F Kranz, Howes New Ofleans; John Proctor, Doan, Savannah via Weymouth, Mass; Jennie P Glikey, Baltimore: Western Star, Grocker, New York.

BELFAST, Mc. Dec L-Santed, schr 3 G Drew, Carler, Jacksonville. 19th-Sailed, schr Lizze Carr, Teal, Wilmington, NC. 20th-Arrived, schr 8 S Day, McFarland, New York. CHARLESTON, Dec 23-Arrived, schr Georgian (not Georgianna), Forbes, Beliast, Me. 27th-Arrived, schr E K Dresser, Baracoa, Sailed-Steamship Champion, Lackwood, New York; Sailed-Steamship Champion, Bell, Carlos Champion, Schr Hattie N Fuller, Smith, Wilmington, Del, Callais, Dec 22-Arrived, schr G M Wentworth, Col-lins, New York, 24th-Arrived, schr Morelight, Allen, New York, CASTINE, Me, Dec 23-Arrived, brig Isola, Lord, Bos-ton.

ton. DARIEN, Ga. Dec 18-Arrived, bark Favorite (Br), Harris, St Vincent. 19th-Arrived, bark Kummerchrecter von Flotow (Ger). Kerfach, Liverpool; Oleared-Barks Forsoget (Nor), Ramsloff, Liverpool; Jorgen Lorentzen (Nor), Berlinsen, Greenock: schrs K P Lunt, Lunt, Newburyport; Annie E Gaskell, Gaskell, Philadelphia.

Jorgen Lorentzen (Nor), Berlisen, Orteenaev, a. Gaskell, Lunt, Lunt, Newburyport; Annie E Gaskell, Gaskell, Philadelphia, DIGHTON, Dec 25-Arrived, schrs Harry Percy, Percy, and J C Rovers, Rowley, New York mot previously. EASTPORT, Dec 19-Arrived, schrs T N Stone, Pitcher, Cardenas (and cleared 21st tor St John, NB); 22d, Night-ingale, Hilvard, New York. EAST GREEENWICH, Dec 24-Sailed, schr R A Collins, Solis, Little Creek, Del. 2010, Arrived, Sch. Native, Debart, South Amboy. FERNADDIXA, Dec 19-Arrived, brig Black Swan, Winslade, St Thomas. Arrived 20th, brig John D Tupper (Br), Foster, Balti-Dore.

Alter Volkson, barg John D Jupper (Br, John John S, Salide 17th, bark Vick & Mebane (Br), Hall, Queens-town; brig Micmae (Br), Kenney, Montevideo; 20th, barks Wahsatch (Br), Graham, do; Mary A Nelson (Br), McNut, do. In port löth, schr Palos, Shackford, for St Marys, te load for Barbados. FALL RIVER, Dec 25-Sailed, schr W S Thompson, Hill, New York.

FALL RIVER, Dec 25-Salled, schr W S inompson,
Hill, New York,
GALVESTON, Dec 15-In port schr Express Tilton, Ire-iand, for Providence about Jan 10.
GEORGETOWN, SC, Dec 19-Arrived, schr Benj Gari-side, Stanford, Charleston.
Cleared-Schrs Carrie Melvin, Andrews, Thomaston;
Cleared-Schrs Carrie Melvin, Andrews, Thomaston;
Marty Ella, Warren, Boston: C A Benliey, Falkenburg,
New York: Eri, Smith, Porto Rico.
21st-Arrived, schrs B.J Hazard, Brewster, New York;
Oliver Dver, Falker, Boston.
GLOUCESTER, Dec 26-Arrived, schrs Advance, Fos-ter, Horton, NS, for New York; Vulcan, Gorgins, South Amboy for Portland; Paragon, Darby, New York for Bel-

fast. INDIANOLA, Dec 15-Arrived, schrs Alax, Saunders, Pensacola; Minnie, Roval, Pascagoula; Indianola, Ricom, do; Eliza Anderson, Clark, Pensacola; Anna M Dickirson, Dickinson, New York. Cleared 18th, schr A C Leverett, Stevens, New York, KEY WEST, Dec 12-Arrived, schr Albert W Smith, Leavett, Elizabethport / days from Sandy Hook). MOBILE, Dec 25-Arrived, schr Kate S Buchanan, Dougall, Pascagoula.

MILLBRIDGE, Dec 21-Sailed, brig Mary Fink (new),

Dyer, New York, MACHIASPORT, Dec 21-Arrived, schrs C A C Mullan, Grane, Windsor, NS, for New York; Avance, Foster,

ornwallis for do. NORFOLK, Dec 23-Arrived, schr Charlie Miller, Jones,

New Haven. NEW REDFORD, Dec 25-Arrived, schr M Vassar, Jr,

Kelly, New York. NEW YOR. Dec 24. PM-Cleared, schr Jas A Brown, Collins, Fall River, to finish ide for Havana. Railed-Schr Ahre, Bauard, Boston for Virginia 25th-Arrived, schr Wm S Thomas, Hill, Fall River for New York and salled 26th). NEW LONDON, Dec 24-Arrived, schr R P King, rovidence for New York; sloop Fred Brown, Bristoi for

ailed-Schrs A Gurney, New York; G A Hayden, Vir-

25th-Arrived, schrs Success, and Gamecock. Weehaw

Sailed-Schr E King, New York, NEW HAVEN, Dec 26-Arrived, schr Progress, Bohen-

PORT TOWNSEND, Dec 15-Arrived, bark Antioch,

en. Salled-Schr Lettie Linwood, Robbins, Virginia, PAWTUCKET, Dec 24-Salled, schr Arie Pardee, Bish

op. Port.Johnson. SAN FRANCISCO, Dec 19-Arrived, ships Andromeda. (Br), Murdock, Newcastle, NSW; Millwall (Br), slack, Lyttleton, NZ; bark St Lucien (Fr), Aubriot, Newcastle, NSW.

tune Rich, Boston. SALEM, Dec 23-Arrived, schr Benrietta Simmons, Godtrey, Philadelphia. 24th-Arrived, schrs Paragon, Hickey, Hoboken for Beilast; Chas Stelfman, Johnson, Bath for New York.

MISCELLANEOUS,

A TTENTION :- MEDICAL RHEUMATIC INSTITUTE, 50 Bond street. - For sure, quick and permanent cure of Rheumatism, Blood Impurities, Nervous Weblity and Chronic Diseases, br. DEHAUT is unequalled; re-stores the weak, nervous and debuitated as it by magic,

A BSOLUTE DIVORCES OBTAINED IN DIFFERENT States-Desertion & c., sufficient cause, no publicity; no charge until divorce is granted, also Notary Public, REDERICK I KING, Counsellor-at-Law, 363 Broadway.

A.-HOLIDAY PRESENTS, French China Dinner and Tea Sets of our own manu-facture.

Bronzes, Clocks, Parian Groups and Figures, Bohemian Glassware, new goods in Toilet sets, Vases, Ac., retailed during Decomber at greatly reduced prices, BAWO & DOTTER, 30, 32 and 34 Barclay street, New York.

A. -HKRALD BRANCH OFFICE, BROOKLYN, Corner of Fulton avenue and Boerum street, Openfrom 5 A. M. to 9 F. M. On Sanday trom 3 to 9 A. M.

A BSOLUTE DIVORCES OBTAINED FROM DIFFER-ent States, legal everywhere; desertion, &c., auth-cient cause; no publicity required; no charge until divorce granted; advice tree. M. HOUSE, Attorney, 194 Brondway.

PARALYSIS, DISEASED KIDNEYS, AND PROS-tate, Calculus, Gravel, &c.-Chronic usease of the prostate gland sumulates the formation of stone and gravel more than any other duses. How absurd, then, to expect to cure one without the other! See Dr. A. H. Heath's pamphilets, as this is a sample case presented daily --Dear sir-Since drinking the Bethesda spring Water I have voided eignieue calcult. The water has decomposed and dusoived thom, as they are easily paralysis has also been felieved. JAMES E. CANTER, New York. Depot and consultation rooms. No. 200 Broadway, New York.

A. -MOLIDAY GOODS. Cheap, cheap, cheap. CHINA AND GLASS WARE, FANCY GOODS. SILVER-PLATED WARE, an endless variety at BASSFORD'S. EASSFORD'S, Cooper Institute, Astor Place, Third and Fourth avenues. Goods delivered irce of charge.

γ.

Steamship Warnsutta, Fish, New York for New Bodford. Sehr L A Tolles, McNullen, New York for New Haven. Schr Mercer, Wasson, Elizabethoprt for Bridgeport. Schr Blar May, New York for Boston. Schr Ella May, New York for Provincetown. Schr Umming Bird (197), Williams, New York for St

Schr Humming Bird (67), Williams -Johns, NP. Schr Anna Myrick, Richards, Philadelphia for Prov-

schr Anna Myrick, Eichards, Finladeipnia for Fröd-neetown. Schr Frederick Halt, Chatfield, Hoboken for Hartford, Schr Frederick Halt, Chatfield, Hoboken for Camden. Schr Prank Maria, Wood, New York for Newport. Schr Margaret, Clark, New York for Roekland. Schr Margaret, Clark, New York for Boston. Schr AGurney, Gurney, New York for New Halven. Schr Affriger, Chark, New York for New Halven. Schr Hastinz, Chase, New York for New Bedford. Schr Hastinz, Chase, New York for New Bedford. Schr Baate H Borden, Dodge, New York for Fall River. Steamer Albatros, Davis, New York for Fall River. Heatto Futzenaret Statioz, 4

HERALD TELEGRAPH STATION. } The following table shows the number of vessels which passed this station during the week ending Dec 27 :--

INWARD BOUND. 5 Brigs Steamshins

Daras	ocuomers
Total	
outwan	Schooners
Brigs 3 Total	

SAILED.

Steamships Celtic (Br), for Liverpool; City of Chester (Br), do; Italy (Br), do; California (Br), Glasgow; En-rope (Pr), Havre; Hermann (Ger), Brennen; City of Aus-tin, Galveston via Key Wet; Mississippil. New Orleans; New Orleans, do; Hunisville, Savannah; San Jacinto, do; Champion, Charleston; Old Dominton, and Wyanoke, Norfok; John Gibson, Georgetown, DC; Ben-efactor, Fhiladelphia.

Shipping Notes.

Bark Alaska, 501 tons, was lowered from the mam-noth sectional dock foot of Rutgers street on Wednesday last, after patching metal, and steamship Franklin

Jennie P Gilkey, Gilker, Wilminston, NC; Fannie W Johnston, Haley, Baltimore: Western Star, Crocker, New York. BALTIMORE, Dee 27-Arrived, steamer Josephine Thompson, Moon, New York; ship David Stewart (Arg), Forbes, Rio Janeiro: bark Eldorado Mor, Gunoersen, Hamburg; brig Mary (Ger), Piener, Rio Janeiro: schreß Al I Howe, Newbury, Providence: Hirschel, Chambers, do: Marv Manken, Tvier, Port Roval, SC. Cleared-Steamers McCleilan, March, Providence; Oe-torora, Reynolds, New York; bark Konkordin (Nor), Molbach, Queenstown or Falmouth ior oders: Drig Chimberazo, Howard, Boston; schrs Marv & Mellale, Hall, Cat Island: Mattie R. Ruion, Hobcken; Enoch Moore, Chambers, do: John L Tracy, Ferguson, Provi dence; Alired Babcock, Phillips, Hoston, Mailed-Hark Brothers, Martiniqué; schr Mary E Me-Hale, Cat Island BELFAST, Me, Dec 17-Sailed, schr J G Drew, Carter, Jacksonville, Jurge Cart Tael Wilwington NC (Ger , 200 tons, is now on to adjust new wheel. Brig Mary M Williams (Br), 250 tons, has been on the mall sectional dock adjoining, to strip, calk and re-

Ferryboat Westfield, of the Staten Island ferry, has been on the large sectional dock at Clinton street for examination and general repairs, and was followed by bark Lillian, to paint. Bark Canesse Madre (Ital), 469

tons, is now on for examination. Bark Harry Buschman (Ger), is on the smaller dock

adjoining, to paint. The North River steamboat J W Baldwin has been on the large balance dock foot of Pike street all the week, undergoing repairs of a general nature.

Propetter New Haven, of the New Haven line, has been on the smaller balance dock adjoining, to have a new wheel adjusted, and the Harlem steamboat Morrisama is now raised for examination and slight repairs.

On the large screw dock foot of Market street have been brigs Lucy W Snow, 315 tons, to receive a suit of yellow metal sheathing, and Harry, 262 tons, to strip, calk and remetal.

On the middle dock have been schrs Annie Lewis, 213 tons, to strip, calk and remetal, and James Ponder, 277 tons, to paint; also the pilot boat Caprice, to raise opper.

On the small dock were propellers Grapeshot, for gen-

eral repairs, and Kate Miller, to put on copper. Messrs P J O'Connell & Co have had on their Erie Basin sectional docks schrs A J Bentley, 230 tons, for calking and other repairs; H P Bradley, 434 tons, and Addie Fuller, 217 tons both for painting brig Otter, 324 tons, to wood sheathe, and propeller Fisher, for zinc sheathing. Messrs Shewau & Paimer have had on their dry dock,

foot of Gouverneur street, tugboat H L Wait, for new rudder and sternpost; sloop J L Franklin, for general repairs, and brig Arabella, to calk and paint.

Marine Disasters.

SHIP ANDROWEDA (Br), Murdoch, at San Francisco Dec 19 from Newcastle, NSW, had strong NE trades to 30 N, and gradually hauled to the eastward and to SE, and continued to lat 43 N; then a very severe SE gale, lasting 2 days; was struck by a heavy sea, and shifted cargo, giving vessel heavy list to starboard, and at same time swept the decks.

Sur Synes, Benson, at Honoluin Nov 15 from Boston, on the 22d Sept. at 5 AM. shipped a heavy sea, which stove a boat, washed the water casks adviit, and com-pletely filled the decks and forecastle; Oct 3, James E Lewison, an ordinary seaman, died of consumption.

WHALING BARK LLINGES, at Honoluli Nov 18 from Arc-tic Ocean, had general good weather on the passage, with the exception of one heavy gale in lat 3351 N, lon 18570 W, during which lost boats, davits, bulwarks, main-top-sail and 1-retopmast staysail.

SCHR HATTE HOYT (Br), recently ashore near Little River, NB, was sold at auction at St John, NS, as she was, with all the tackle and apparel, together with an-chors and chains lost when on the toul ground, for the benefit of the underwriters, to Mr John Fleming, for \$6,000. SCHE MARY C (Br), from Boston for Dorchester, on en tering the port of st John, NB, morning of 25th, go caught on the Ringbolt Rock, insis below the breakwater, where the tide left her. She floated off on the atternoor tide with but liftle damage.

SCHE INDIANOLA, Bloom, at Indianola Dec 15 from Pas cagoula, lost foretopmast, toresail and jib in a severe blow in the Gulf.

Schn Ww Witke, May, at Savannah Dec 22 from Phila-delphia, sprung toremast in a fresh wind from W, on the night of the 18th.

SCHR XEBEC, from Providence for Port Johnson, before reported athore, has sailed from Dutch Island for desti-nation, supposed uninjured.

have only been asked to submit to a reduction of to per cent, the business of the company has diminished more than double that rate. All railroad men know and understand that it is

IMPOSSIBLE NOW TO MAKE REDUCTION IN EXPENSES in the same ratio that receipts have fallen off, but for the most prudential reasons it is necessary that some action be taken to stop actual losses. We will stop the roads and run nothing but mails and passengers, leaving the through freights to take care of themselves, rather than do business on such ruinous conditions. There is a heav shipment of cheap wheat from the West, but by the time we run empty cars from the Eastern seaboard to Chicago and other grain centres, then carry it East at present very low rates, we might simost as well be doing nothing, the profit scarcely paying expenses, to say nothing of leaving a mar-We state this to show that the reduction was necessary, and we mean to stick to it. We are going to run the mails and passengers, providing anthorities along the line will protect the trains from violence.

LAWLESS VIOLENCE.

The passenger train west was stopped at Denmison, Ohio, by a mob, and not until the Sheriff and other authorities had interlered was it al. lowed to proceed. Also at Logansport the mail train was stopped, and considerable difficulty was experienced in getting it through. At another point a rail was lastened in the frog for the purpose of throwing the train off, but was discovered in time to prevent serious accident. The State authorities of Ohio and Indiana have been applied to for police officers to give the necessary protection. We will also make an effort to bring all the stock shipped along the line. The fact business now is that we the not caring whether the men come back or not, because we can get engineers enough to run all trains which are necessary to do all our business. The only question is, whether the aumorities will be able to give us protection. The engineers have certainly acted very unwisely in this matter, in not considering the great fact, which is plain to all, that wages in every department of labor must come down. No branch of busiacss has suffered more than railroads.

The Strike Not Sanctioned by the Brotherhood.

CLEVELAND, Dec. 27, 1873. The headquarters of the International Division of the Brotherhood of Locomotive Engineers is located At Cleveland, Ohio. Charles Wilson, the G. C. E. of the Order, is a gentleman of ability and remarkable discrimination. The tenet which the Order nculcates more than any other is the qualification, ather than the position, of its members. Strike are deprecated in all instances, and the system of mutual arbitration between employers and employed advocated as the governing rule. From the last report of the Grand Eluef Engineer, Mr. C. Wilson, made at Philadelphia meeting, October 15, 1873, we learn that the progress of the Order has been rapid for the past year. There are 172 divisions, with a total membership of 9,500; but since that time the additions will bring the aggregate up to 10,000. The finances are in excellent condition, the total cash on hand, October 1, being \$29,803, exclusive of over \$6,000 as the net income of the Journal, a periodical under the control of the G. C. E. There were 83 deaths during the past year, and \$21,641 were dispensed to meet the wants of the families of the deceased. It will be seen that the brotherhood is in a flourishing consition financially. The late strike has brought the brotherhood

commently before the people, as the public is inti-

The Strike in Kentucky. LOUISVILLE, Dec. 27, 1873.

The striking engineers and brakemen did not notify the officials of the Jeffersonville, Mitchell and Indianapolis Railroad of their intended action until the trains were ready to start yesterday afternoon. After much trouble the three o'clock train was got out in charge of the master mechante of the road.

The strike will cause a suspension of all freight and night passenger trains. Arrangements have been made to run out daily two passenger trains in charge of engineers not belonging to the Union. Horace Scott, General Superintendent, thinks by Monday he will be able to resume a portion of th freight trains.

Several of the strikers told a reporter yesterday that the members of the Union on the Jefferson-ville, Mitchell and Indianapolis Railroad sent a deputation to Pittsburg several days since, which met other deputations, who together waited on Mr. McCullough, General Superintendent, of the Pennsylvania Company, and remonstrated against the reduction. He referred them back to the officials of this division. It is understood that the members of the Union on the Jeffersonville road awaited a telegram from headquarters at Pittsburg before inaugurating a strike. The telegram was received yesterday morning and the strike commenced at twelve o'clock noon. All trains starting out before that time were brought safely to their destination. No violence is re ported.

An Outside Engineer Shot. INDIANAPOLIS, Ind., Dec. 27, 1873.

A train on the Pittsburg, Cincinnati and St. Louis Railroad left the Union depot this evening, at half-past six o'clock, in charge of Harvey Vance an engineer not a member of the Union. Belore the train reached the outskirts of the city A SHOT WAS FIRED.

which took effect in Vance's arm, inflicting a slight fiesh wound. The shot was fired by a striking engineer whose name could not be learned. Several policemen were on board the engine at the time and the man was arrested. No trains have gone East on the Pittsburg, Cin

cinnati and St. Louis Railroad to-day and none have arrived up to six o'clock.

There has been one train each way on the Louisville road to-day. The Sheriff of Cass county telegraphed to-day from Logansport for assistance TO QUELL A DISTURBANCE

there, and two companies, numbering 150 men, were sent out by the Indianapolis, Peru and Chicago Rathroad, under the command of General Dan McCauley. They will reach Logansport to-night A train from Chicago for Richmond went over the road to-day, but did not stop at Logansport.

Rumors of Strikes on Illinois Roads Contradicted.

CHICAGO, Ill., Dec. 27, 1873. Train despatches at the offices of the lilinois Central, Northwestern, and Pittsburg, Fort Wayne and Chicago railroads in this city deny the report that the engineers and firemen on these roads have struck, and assert that there is no cause for strikes on these roads, as the wages have not been reduced. The engineers of the Great Eastern Railroad have struck, as before reported.

THE HOG TRADE.

CINCINNATI, Dec. 27, 1873. Four hundred and sixty thousand hogs have been slaughtered here since November 1, against 380,000 for the corresponding period last year.

Cuban Congress-The Edgar Stuart.

The recent events connected with the removal of President Cespedes from office in Cuba Libre are extensively explained and commented upon by La Levolucion in its issue of yesterday. The HERALD was the first to announce these radical chances among Cuban patriots; and the following paragraphs serve to illustrate facts that have been published some time ago:-

the Spantards.

the Spaniards. A summary of Cespedes' short, dignified and patriotic circoins, distributed at his outgoing from office, has aiready been published in the HERALD. It is dated at Loma Alta October 31. It is not im-

office, has aiready been published in the HiRALD. It is dated at Loma Aita October 31. It is not im-possible that the ex-President of free Cuba might seek rest and retirement for a while in the United States, where his family are at present sejourning. PLENY OF ARMS IN CUBA LIBRE. General Calitot Garcia writes as ioliows to Mr. Antonio Zambrana, now in this city :--"It does not matter it you send us no more arms, we have taken from the enemy as good rifles as you could send us, and better than any that have as yet come to hand. Lately, in the space of 17 days, we have captured 600 Remington rifles (smail calibre) and 300 carbines." "Chonen Matter and 300 carbines." "Chonen Matter and a state of the share syste come to hand. Lately is the space of 17 days, we have captured 600 Remington rifles (smail calibre) and 300 carbines." "Chonen Matter and 300 carbines." "Chonen Matter and a state of the space of 18 days, we have the captured 600 Remington rifles and some thirty or more hands are basily engaged in thoroughly overhauling and repairing the last sailing steamer Edgar Stuart. She has already, under the unerring guidance of the in-trepid Aguero, performed some surprisingly rapid and felicitious trips to free Cuba. The Colonel is not going to inform Spanish spies where the stuart is next bound for; "but," says the patriot, "the vessel can't be allowed to fort, you know. She must have her bottom cleaned, lor there is no say-ing when the shap might be needed in trade."

NEWARK'S NEW POLICE DEPARTURE.

Robbing the Mayor of Some Petty Powers-Turning the Police Force Into an Asylum for Small Politicians.

During the year 1873 there have been perpetrated in the city of Newark, it is reliably stated. over 100 burglaries for which there have been no convictions and punishments. Latterly these gentry have become so bold that they laugh at the police and take pains to express their contempt. The boldness of the dangerous class has finally resuited in murder in the open streets, as elsewhere related in the HERALD. One of the main causes, if not the entire, of this deplorable condition of things is the worthless character of the police force. Instead, however, of setting to work to improve its morale and personnel, the authori-tics have lately taken steps toward turning it en-sirely into a mere asylum for small beer politicians and

WARD STATESMEN SUPPORTERS. Not long since the Council by a party vote paged

Calabria Caladonia Cimbria Cimbria Cenada City of Antwerp Weser

Almanac for New York-This Day.

PORT OF NEW YORK. DEC. 27. 1873.

CLEARED.

Steamship Nellie Wise (Br), Green, Liverpool-Geo F

Bulley. Steamship State of Georgia (Br), Cooper, Glasgow-Aus-tin Baldwin & Co. Steamship Europe (Pr), Lemarie, Havre-Geo Macken-steamship Europe (Pr), Lemarie, Havre-Geo Macken-

zie. Steamship Hermann (Ger), Relchmann, Bremen-Oel-richs & Co.

richs & Co. Steamship Atlas (Br). Porter, Kingston, Ja, Cartha-gena, & e-Pim, Forwood & Co Steamship Weybosset, Potter, Turks Island and Port au Prince-New York and West Indies Steamship Co. Steamship City of Austin, Eldridge, Galveston via Key West-C H Malfory & Co. Steamship Mississippi, Crowell, New Orleans-Frederic Parker

Baker. Steamship New Orleans, Clapp, New Orleans-Clark & Seamship Huntsville, Crowell, Savannah-Robt Low

den. Steamship San Jacinto, Hazard, Savannah-W R Gar-

Steamship Charleston, Berry, Charleston-J W Quin-tard & Co

rd & Co Steamship Old Dominion, Walker, Norfolk-Old Do-inion Steamship Co. Steamship Wyaneke, Couch, Norfolk-Old Dominion

Vindicator, Freeman, Norfolk-Lorillard Steamship John Gibson, Winters, Georgetown, DC-J C

Kenyon. Steamship Benefactor, Jones, Philadelphia-Lorillard

Steamship Co. Steamship Gen Whitney, Hallett, Boston-H F Dimock. Bark Oberburgemeister Yon Winter (Ger), Schmidt, Jerpool-Funch, Edye & Co. Eark Albion (Nor), Ingebreisen, Liverpool-Tetens & ockmann.

Bark Margherita (Ital), Babaro, Liverpool-Slocovich

Bark Ezio (Aus), Zach., Newcastle-on Tyne-Slocovich & Co.

& Co. Bark Principessa Margherita di Pimento (Ital). Melfo-no, Cork-Funch, Edge & Co. Bark Veranda (Nor), Christophersen, Cork-Funch, Edge & Co. Bark Perseverate (Ital), Bozzo, Queenstown for or-ders-Slocovich & Co. Eark Harold (Br), Dinsmore, Antwerp-J F Whitney & Co.

Co. Bark Rosalia (Ital), Pesce, Naples-John C Seager. Brig Weser (Ger), Warns, London-C Tobias & Co. Brig & C Sweeney, Cole, Cadle-Brett, Son & Co. Brig & C Sweeney, Cole, Cadle-Brett, Son & Co. Brig Abby Watson, Hooper, St Johns, PR-Bryan & Strons, H Hodgeman, Eaton, St Johns, PR-Brett, Son

& Co. II H Pitts, Fletcher, Kingston, Ja-Leaycraft &

Co. Schr John L Merrill, Halsey, Savannah-Evans, Ball &

Co. Schr Carrie H Webb, Homan, Georgetown, SC-Bentley, Gildersleeve & Co. Schr Joseph Farwell, Webster, Newark-Simpson, Clapp & Co. Schr Elisha S Smith, Baker, New Bedford-Ferguson &

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINES. Steamship Wyanoke, Couch, Kichmond, City Point and ortolk, with mise and passengers to the Old Dominion teamship Co.

Surface, with more and passengers 5 the One Dominon ran & netry Gude (Nor), Due, Gloucester 49 days, in ballast, to Telena & Bockmann. Bark Altred (Ger, Schroeder, Hamburg 50 days, in ballast, to Funch, Edive & Co. Bark B iza Barss, Vesey, of and from Bermuda 15 days, in ballast to Middleton & Co. Brie Wantaw (new, 50° tons), Spencer, of and from Machina 12 days, with hath to Simpson, Clapp & Co. **Passed Through Hell Gate.**

BOUND SOUTH.

Schr D M Anthony (new), McLean, Fall River for New ork. Schr Wm N Gessner, Egbert, Providence for Elizabeth-

Schr Wm N Gessner, Egbert, Frovidence for New behr John W Rumsey, Cranmer, Providence for New York. Schr Mary Todd, New Haven for New York. Schr Tunis Depew, Baker, Fall River for New York. Schr Loon, Hobbs, Pail River for New York. Schr Joon, Hobbs, Pail River for New York. Schr Warren Gates, Smith, Portland for New York, with stope to ord

CAPE TOWR, CGH, Nov 14-Salled, ship Knight Com-panion (Br), Casey from Calcutta, Guadaloupe, CIENTORGOS, Dec 16-Salled, barks McLeod (Br), Paige, Ship Island, Miss, Arrived 221, bark R H Purinton, Shear, Ardrosan, CaRDENAR, Dec 12-Arrived, brig Geo Burnham, Sta-Dres, Fhindelphia.

nation, supposed uninjured. A survey was held at Savannah Dec 23, on ship Martha Cobb, as she now lies in the Savannah dry dock. Upon exam nation it was found that part of the shoe was started and ground off, cutwater off, stern sarted, rud-der braces started and strained, beams in lower hold and between decks, and stanchions &c. Harted. The seams on the cutside and on deck were also found to be opened. The Board recommended that the vessel be repaired and put in a senworthy condition.

 NEW HAVEN, Dec 26-Arrived, schr Progress, Bohenburg, New York.
PORT TOWNSEND, Dec 13-Arrived, bark Antioch, Benry, Iquique.
PENSACCLA, Dec 23-Arrived, brig Hiram, Thompson, Jubin; schr Ella M Pennell, Mitcnell, Wilmington, NC. Cleared-Bark Sunbeam (Br), Jenzin, Greenock.
23d-Arrived, Darks Brevig (Nor), Larsen, Bristol, E; Nordstjernen (Nor, Paust, London: Sebastopol (Br), Euseil, Sunderland: Jessie Boyle (Br), Tom, Bristol, E; Clinton Belle (Br), Beridge, Dundee.
Cleared-Schrs Lavinia Belle, Bayles, Providence; L A Bonnell, Jeffries, Philaielphia.
PORTLAND, Dec 26-Arrived, schr Albert Waite, Pet-tenzilt, New York.
Cleared-Schrs Lavinia Belle, Bayles, Providence; L A Bonnell, Jeffries, Philaielphia.
PORTLAND, Dec 26-Arrived, schr Peiro, Kelly, Hobo-ken (and sailed 20th for Jonesport).
PEOVICHTO, Dec 17-Arrived, schr Peiro, Kelly, Hobo-ken (and sailed 20th for Jonesport).
PEOVIDENCE, Dec 25-Arrived, schrs Helen Mir, Jeffs S. Mithies, Skinneer, Elizabethport for Port-land; M A Berry, Berry, New York for doi Lza, Hutch-inson, South Amboy for do.
PROVIDENCE, Dec 25-Arrived, schrs Helen Mir, Ward, and Onrust Romer, Elizabethport; Fly, Carier; John Burley, Saunders, and C M Porter, Half, Port John-son; Mattie E Taber, Aldrich, and Win F Barden, Adams, Huboken: Blackstone, Wickson, New York; Rodiney Parker, Parker, New Haven.
Sauled-Schrs George W Withford, Henry, Ponce, PR ; John W Rumsey, Brown, New York; Rodiney Parker, Parker, New Haven.
Sauled-Schrs George W Withford, Henry, Ponce, PR ; John W Rumsey, Brown, New York; Rodiney Parker, Parker, New Haven.
Sauled-Schr Lettle Linwood, Robbins, Virginia, Beinew, Port Johnson; Ailen H Brown, Chase, Weethaw-Ken. Baxson, Dec 25-The wrecked schr Catharine, which is now lying at Winterport, was sold at anction yesterday by order of the United States District Court, and was purchased by Joseph Oakes, Esq. of Brewer, for \$375.

by while to the trine states of prever, for \$375. HALTFAX, Dec 27-The brig John Givan (Br), is ashore on the middle ground, at Yarmouth. The brig Schastopol (Br), which was ashore on Lobster Island, has been got off and was towed to Yarmouth. The schr Caleb McKeen, which was recently wrecked near Louisburg, with general mose for St Pierre, has been condemned by the surveyors and ordered to be sold. The schr Thorn, from Bridgewater for Yarmouth, with lumber, which stranded at Sandy Point a tew days since, during a thick snow storm, has become a total wreck. The bark Netherton (Br), arrived here yesterday after a bolsterous passage of 35 days, and reports that the boatswam jumped overboard on the second day out, while in a fit, and was drowned. Two large vessels, loading with timber for Europe, are trozen in at Margnet's Bay, with no prospect of getting out mill the next thaw. Isponstola, Dec 18-The wreck of a small schr, about 30

out until the next thaw. INDIANOLA, Dec IS—The wreck of a small schr, about 30 feet keel, was tound last week on the Peninsula beach; other portions were found strewn for 20 milles; name un-known, but she was from Galveston; sides blue, cedar stem, flat bottom. Miscellancous.

BARK GLACIER, of New Bedford, 197 tons, built at Fair bayen in 1865, and now in good condition, has been pur-chased by Capt Wylie, of Wiscassett, and classed by Geo Frazer, in American Lloyds, AI for 5 years. NW With any bark et al. Barken (res.), Audrieu, Newclashe, Suiled-Ships Southern Cross, Hughes, and Celestial Empire, Mewart, Laverpool; Barks Ida F Taylor, Burton, Port Townsend; Monitana, Mufgett, da F Taylor, Burton, ST MARYS, Ga, Bec 22-In port barks W E Hoard (Bry, ST MARYS, Ga, Bec 22-In port barks W E Hoard (Bry, St MARYS, Ga, Bec 22-In sorth America, Idg: Ger-mania, for do do; brass Caroline & Catharine, for do do; C S Packard, and F H Todd, McGuire, for do; schis In-dex, Garrison, for Philadelphia, do; Allegro, for Wind-ward Isiands, do. - SAVANNAH, Dec 21-Cleared, brig Portolias (Sp), Ysern, Barcelona.

Chasted by Land Wyne, of Wieldstein, and Chasted by Geo Frazer, in American Lloyds, Al for 5 years. Senn Lanatxa, innuched at Lubec, Me, on the 20th inst, registers 300 tons, and will carry 600 tons dead weight. Her dimensions are as follows:-Length, 122 feet 6 inches: breadth of beam, 30 feet 6 incues: depth of hold, 12 feet 2 inches, She is the finest yessel ever built in that section of country, and is owned by Crandall Bros. of 24 South st, New York: Capt A Kowell (who will command her) and others, of Lutec. Sens JENNIE ROSALINE (of Brookhaven), Tooker, which mailed from Fall River 22d inst, has been chartered to proceed to Bermuda, to take cargo of sugar from a yessel condemned at that place.

cester. SCHR CLEMENTINE, of Biddeford, Me, has been purchased by Atkins D and Benj Snow and others, of Provincetown, and is to be employed in the shore lishery, under com-mand of Capt W C Snow.

4. SAVANNAH, Dec 24-Cleared, brig Portolias (Sp), Ysern, Barcelona. Sailed-Barks Parga (Br), Newby, Montevideo; Vision (Nor), Thorsen, Galvesten. 37th-Cleared, steamsinos Vanzuard (Br), Gell, Liver-pool; Magnolia, Nickerson, and Montgomery, Faireloth, New York; ship Regma (Br), Murphy, Bremen; barks Lady Dufferin (Br), Walters, and Rosetta McNeil, Sproul, do: Adelaide Norris, Taikey, Faimonthi; Hoge (Nor), Stoesen, Galveston. The report of the arrival of schr W G Mosely, from Boston, on the 23d, was an error. SMITHVILLE, NC, Dec 19-sailed, schr John Batch, Hodgdon (from Savannah via Witmington, NC), Salem. SUUTHEST HARBOR, Dec 16-Arrived, brig Nep-tune, Rich, Boston. mand of Capt W C Snow. Lacyconsp-A4 Mauricetown, NJ, 23d inst, from the yard of J W Vacanama & Bro, the 3-masted schr Charles Platt. Her dimensions are :-Length of Neel, 128 leet; breadth of beam, 3t leet; depth of hold, 12 leet; height between decks, 6 feet clear tore and att. She was built under the supervision of Capt Chas Sharp, who will com mand her. Capt Sharp, with D S Steison & Co, Charles-Lawrence, C P Perry, H Wicks and others, of Philadel-phia, are her owners. She will carry over 1600 tons dead weight.

weight. At Toomaston 20th inst. from the yard of Walker, Dunn & Co. a 3 masted schr of 350 tons hurden, named Maggie M Rivers, to be commanded by Capt C C Rivers, Spoken.

A ship, supposed the Lady Dufferin (Br), from Newcas le, NSW, for San Francisco, was seen Dec 18, Farailones earing ENE 30 miles.

OUR CABLE SHIPPING NEWS.

TELEGRAM TO THE NEW YORK HERALD.

Arrivals from and Departures for the

United States. Lonnon, Dec 27, 1873.

VERSELS ARRIVED.

Arrived at Liverpool Dec 27, bark Eva Cargill (Br),

Hogg, trom Savannah. Arrived at Glasgow Dec 26, bark Papa di Rossi (Ital), Rossi, trom New York.

- Arrived at Bristol Dec 26, 1ark Bride (Br), Riarden
- from New York. Arrived at Queenstown Dec 23, bark Gilda (Itab, Schlaffino, from New York.
- Arrived at Larne Dec 17, steamship Virginia (Br), Sad-
- ler, from New York for Glasgow.

Arrived at Antwerp Dec 25, ship Crown Prince (Br), Cochrane, from Philadelphia. Arrived at Santander, bark Biorntran (Nor), Hane-

VESSELS SAILED.

Sailed from Liverpool Dec. 27, steamship Algeria (Br), Garrett, for New York; bark Annie Kimball, Peabody,

for United States. Salled from Glasgow Dec 26, ship Seaton (Br), Smith.

Sailed from ------, the Lena, Pachlo, and Invincible,

Foreign Ports.

stadt, from Philadelphia

for San Francisco.

for United States.