The police had seized a quantity of muskets which had been landed for the insurgents.

Count Lavatelli, an eminent liberal of the Roman States, had been assassinated at Ravenna.

HOLLAND.

The weekly statements from the Amsterdam and Rotterdam markets report that although business continued inactive, on the whole prices were well supported.

PRUSSIA.

Prussia has communicated the resolution of the Germanic Diet on the subject of the Neufchatel prisoners to the Great Powers, inviting them to join in a collective decision, with a view to secure her recognized rights. It is likely that the Prussians of Neufchatel will have been judged by the time an answer to this circular is received; but as the Federal Council of Switzerland is said to have given a formal promise to the cabinets of London and Paris, that an amnesty shall be granted immediately after, the preliminary condition demanded by Prussia will be fulfilled—though indirectly. In the course of the negotiations on this question, France and Austria have advised Prussia to abstain from military measures, but have promised positively to support her views.

THE BALTIC.

The Elbe River, on Dec. 8, was free from ice. The weather was rainy and warm.

AUSTRIA.

The Emperor has consented to the convocation of the Protestant Synod.

The Paris papers are full of accounts of the Emperor's visit to Venice.

The Vienna Bourse was generally inanimate.

RUSSIA.

The text of the note addressed by Russia, at the end of October last, to the powers that signed the treaty of Paris has been published. It is accompanied by a circular demanding the reassembling of the Congress. This circular contains an exposure of tht steps taken by the Russian Cabinet with a view to the fulfillment of the articles 20 and 21 of the Treaty of Paris.

As regards the Isle of Serpents, the Russian Government says that the Island was incontestably in possession of Russia before the rupture with respect to the Bessarabian frontier question. The memorandum mentions two instances of concession by Russia with regard to the course of the Upper Yalapuk and Boigrad. The memorandum defines the views of Russia, and states that the map from which the frontier line was defined at the Paris Conferences was supplied by the French Government.

The memorandum also states that Count Walewski asked Baron Brunow whether the Court of Russia would abide by the majority of votes at the coming Conference, and that the Russian Cabinet had telegraphed an immediate reply in the affirmative, and hence that Russia was blameless for the present difficulty.

TURKEY.

The dates from Constantinople are to the 1st inst. The Ministry of Reschid Pasha was well established.

PERSIA.

The last dispatches inform us that the alleged capture of Herat was still doubtful. The conferences opened by the English Embassy with Ferouk Khan appear likely to detain the latter at Constantinople for several months.

The personnel of the English Embassy had left Teheran.

The statement that Russia demanded from the Shah of Persia permission to occupy the territory of Moganis is confirmed.

There is also by way of St. Petersburg a doubtful report that 50,000 Russian troops, under Gen. Bernloff, are ready to march to the frontier of Persia on the first invitation of the Shah.

THE LATEST NEWS.

PARIS, Thursday, Dec. 11, 1856.

The *Debats* says: "We believe we are able to state with some certainty that England in entering the Conference, distinctly declared she would conform to the decision of the majority, whatever it might be. The relative position of the disputants is no secret. On the one side are France, Russia and Prussia, and on the other, England, Austria and Turkey. In the middle is Sardinia, which coincided originally with the opinions expressed by France. It is now stated she is oscillating between the two.

LONDON, Thursday Night, Dec. 11, 1856.

The transactions in the funds, stock and share market are unimportant. Consols opened a shade livelier, and remained all day without change. The transactions in railway shares generally were exceedingly quiet.

After official hours the final price of Consols was 93⅞ @ 94 for money.

The announcement that the Bank discount rates would remain the same produced no change.

COMMERCIAL INTELLIGENCE.

NOTE.—The Canada failed to bring out the newspaper packages and Commercial Circulars prepared for and placed on board the disabled steamship America. In the absence, therefore, of any available means at Halifax for supplying the deficiency, the Commercial summary embraces only the business movements between the 6th and 11th inst., inclusive, thus leaving us in the dark as to the tenor of the advices for the week ending on the 5th, and which we should have received in the ordinary course of events by the America.

LIVERPOOL COTTON MARKET.—The sales of Cotton for the five business days from the 6th to the 11th inst. inclusive, amounted to about 41,000 bales, including 6,000 bales on speculation and for export. At the close a steady demand prevailed and prices were firm at the following quotations: New-Orleans, Fair, 7¾; Middling, 6 15-16. Mobile, Fair, 7¼; Middling, 6¾. Upland, Fair, 7d; Middling, 6 13-16.

MANCHESTER MARKET.—An average amount of business had been transacted at Manchester, without any essential change in prices.

LIVERPOOL BREADSTUFFS MARKET.—Messrs. Richardson, Spence & Co. report a very dull market for all descriptions of BREADSTUFFS, with prices nominal and tending downward. The sales were quite unimportant.

LIVERPOOL PROVISION MARKET.—Messrs. Bigland, Athaya & Co. report small parcels of new BACON offering at 58/, but there were more sellers than buyers at this figure. LARD: Market bare, and quotations nominal at 33/. TALLOW firm. PORK and BEEF quiet, and without essential change.

LIVERPOOL PRODUCE MARKETS.—The various newspaper report quotes ASHES selling at 50/ for both Pots and Pearls. Sales of common ROSIN are at 4/3. PIG IRON at Liverpool—Sellers at 73/6 for cash, and 74/6, 3 months. SPIRITS TURPENTINE quiet at 40/. SALTPETER unchanged. PALM OIL selling at £45 15/ @ £46. RICE steady. Nothing doing in COFFEE or MOLASSES. SUGAR steady.

LONDON PRODUCE MARKET.—Thursday, Dec. 11—SUGAR closed quietly, at full prices. COFFEE—Ready buyers, with a small advance in prices; good ordinary native Ceylon fetched 32/ @ 33/. TEA in less demand, but full rates obtained. COTTON quiet. RICE slow of sale. TALLOW quiet, but firm; sales at 59/ on the spot, and 58/ @ 54 for the end of next year. SCOTCH PIG IRON, 75/. Sales of LINSEED OIL at 38/.

GLASGOW IRON MARKET.—December 11—Our market for PIG IRON is steady; sales of mixed numbers at 73/, No. 1, 74/6, and No. 3, 71/3.

LONDON MONEY MARKET.—The Directors of the Bank of England, at their meeting on the 5th of December reduced the rate of discount to 6½ ⅌ cent, the reduction being applicable alike to discount; and to loans upon securities. They also decided to make advances at the same rate until the pay. ment of dividends on bills having six months to run—the prescribed limit was three months. The Discount Houses likewise reduced their rates for money at call to 5½ ⅌ cent. This reduction by the Bank inspires a good deal of confidence, and there was less demand for money, but toward the close a more active demand had sprung up, without however causing any other further change in rates. The arrivals of specie were limited. Consols closed on the 11th inst. at 93⅞ @ 94 for money and 94 for account.

POSTSCRIPT.

HALIFAX, Tuesday evening.

We have succeeded in procuring a brief account of the state of the Liverpool markets for the week ending on the 5th instant, inclusive, as follows:

LIVERPOOL, Dec. 12.—Our COTTON market opened yesterday with the same dull feeling which has been manifested of late, but the announcement of a reduction in the rate of discount by the Bank of England gave increased confidence, and the market assumed a firm and hardening aspect; which, being followed up by large purchases by the trade and speculators, prices have advanced ½, and occasionally, in low qualities, ¼ above the low sales of last week. Total sales of the week, 69,000 bales, including 5,500 to speculators and 1,700 to exporters. The authorized quotations are—Fair Bowdes, 7½; Mobile, 7¼, and Orleans, 7¼.

In the BREADSTUFFS market for the week ending Dec. 5 an advance of 2d. is reported in Wheat. Flour held for full prices, but in limited demand, and Indian Corn steady at the previous week's quotations.

PROVISIONS without animation, or any material change in prices.

In the PRODUCE market an advance of 6@9d. is shown in Sugar. Coffee steady. Rice in good demand.

Passengers.

Mr. G. H. Brown and lady, Capt. Jackson, Miss Bullard, Mr. Hartley and son, Messrs. Marsh, Arroze, Shelby, Partridge, Auchin, Taylor, Molson, Corbett, Frederick, Fredick, Williams, Rogers, Bugbee, Bullard, Creek, Bishop, Hughes, Willards, Davis, Hall, Krieger, Young, Hubert, Berner, Moore, King, Cooper, Griffin, Thompson, Shanahan, Peacock, and others.

SAILING OF THE CANADA FOR BOSTON.

HALIFAX, Tuesday, Dec. 23, 1856.

The steamship Canada sailed from here at 2 o'clock 2 in afternoon for Boston, where she will be due at an early hour on Thursday morning. Wind light and blowing N.N.E.

DESTRUCTIVE FIRE AT ST. LOUIS.

ST. LOUIS, Friday, Dec. 23, 1856.

The extensive soap and candle factory of Schauffer & Co. was burned last night. Loss $150,000. Insurance not ascertained.

UNITED STATES SUPREME COURT.

WASHINGTON, Tuesday, Dec. 23, 1856.

No. 30. Isaac Hartshorn et al. Plaintiffs vs. Horace H. Day. Argued by Mr. O'Conor for plaintiffs, and by Mr. Richardson for defendant.

FIRES IN PHILADELPHIA.

PHILADELPHIA, Tuesday, Dec. 23, 1856.

There have been three destructive fires here in which the firemen were engaged all night. John Finiston's Brush Block Factory in the Sixteenth Ward was totally destroyed, throwing 200 persons out of employment.

A little before 2 o'clock this morning, a fire broke out in the extensive frame stable of Mill & Place, omnibus proprietors, on Till street, above Market, West Philadelphia. The flames were communicated about the middle of the stable, and so frightful was the rapidity with which they spread, that of the great number of horses in the building, but two were got out alive, and they were so badly burned that it will be necessary to kill them. *One hundred and thirty horses perished in the flames!* thirty omnibuses and all the harness, hay, feed, &c., in the stable were destroyed, involving a loss of about $40,000. From the stable the fire communicated to a row of four small dwellings, back of Till street, and so furious was the fire that the occupants of these dwellings were compelled to fly for their lives, leaving all their effects behind. William Mooney, the occupant of one of these houses, had barely time to escape from his blazing home, with his wife and children in their night clothes. These four houses were owned by John Dickinson, and they were occupied by Wm. Mooney, Preston Middleton, and Wm. Patton. The scene presented on the ground this morning, is sickening. The half-burned bodies of the poor beasts which perished in the flames, lay where their stalls stood when the fire broke out, and their positions generally indicated the greatness of the torture they suffered. The origin of the fire is attributed to incendiarism.

Wilson's plaining mill was likewise destroyed.

The total losses by these fires is $100,000.

INJUNCTION AGAINST THE APPLETON INSURANCE COMPANY.

BOSTON, Tuesday, Dec. 23, 1856.

The Supreme Court has placed a temporary injunction upon the Appleton Insurance Company of this city, upon the application of the Board of Insurance Commissioners, who allege that its further progress will be hazardous to the community. A hearing will take place on Saturday.

WRECK OF THE NEW-YORK.

Three Hundred People Landed through the Surf.

THE CAPTAIN FATALLY STABBED BY HIS CREW.

One of the Mutineers Frozen to Death.

SUFFERINGS OF THE PASSENGERS.

From Our Special Reporters.

WEARETOWN, Ocean Co., N. J., Dec. 22—11 P.M.

About five miles to the north of the Tasso lies the packet-ship New-York, Capt. McKennon, which was stranded with 300 immigrants on board, on Island Beach, New-Jersey. The New-York came ashore about the same time as the Tasso; but how, or in what manner, we have not yet been able to learn. She too was not discovered until Sunday morning, but early on that day Capt. Browne, the Underwriters' agent arrived from Squan, and the weather being too rough for the life-boat, got out the mortar and sent a line over her. As may be supposed, after enduring about 30 hours of the most painful suspense, the vessel pounding heavily on the beach, her decks drenched by the heavy rain and washed by the full force of the Atlantic waves, the hungry and perishing passengers hailed the appearance of relief with a joy that knew no bounds. Messengers were sent northward and an additional life-car obtained, and the two were kept busily plying to and fro through the surf, laden with cargoes of precious human lives. By midnight, on Sunday, the whole of the people were landed in a condition the most wretched and deplorable. Nor was their comfort augmented by the transposition. On a sterile, sandy beach, without food and destitute of shelter, save the scanty accommodations afforded by the little life-saving station, which was barely sufficient to shelter a tenth of their number, men, women and children of all ages, huddled together for warmth, and cowered upon the bare sand, before the sharp December blast. Here and there, a little driftwood was gleaned, or a few stray sticks gathered, and kindled into a flame. These ghostly fires flickered faintly, but for awhile rendering more apparent the utter desolation of the scene and the hour, and then went out. That was a dark and fearful night—their first night on the beach—if possible, more dreadful than the previous one. How the wild Atlantic broke in angry boomings on the beach—how mothers drew their nestlings closer to their shrunken breasts, and fathers cursed the fates that lured them from their distant homes, to famish on a foreign shore—we have no heart to tell. Children cried for bread; they had not eaten since Saturday—many of them; but there was none to give. A single barrel of biscuit, sent from the ship, had scarce touched the beach, before it disappeared. Such wretched beings we had never seen before, and hope never to behold again. Scantily clad, at the best, many of them, in their hurry to escape from the ship had left the greater part of their clothing behind them. It is no wonder then, that hungry, debilitated, and hopeless, they sank down on the sand, in blank despair. Was this the end of all the privations, the toils which they had undergone to obtain the means of reaching America? Was this the realization of their dearest hopes and aspirations? Oh, why shall tell in what grim and undefined shapes arose these dreadful thoughts! Morning came, colder and more callous still—no shelter yet, and not a bit of food. Many of the sufferers were severely frost bitten during the night, and the prospect of bettering their condition seemed more distant than ever. It was hoped that a steamtug would have been sent down on Sunday for the unfortunate people, but although the Underwriters and owners of the vessel were notified on Sunday morning, by 10 o'clock, the desired assistance did not come, nor yet on Monday either. About noon, in sheer despair of assistance from that quarter, and seeing that the scanty stores of the country people would not suffice to feed such an army, Capt. Browne gave orders that they should march northward along the beach, and stop in at the various government stations, while he went on ahead to obtain the much needed food for their subsistence. With all the warmth of gratitude imaginable from people in their station, and deplorable situation, they thanked him a thousand times and called upon the holy Saints and Angels all, to shower down richest benisons upon his head; so they took up their long and weary tramp—the strong carrying the weak and the sick—with what result we have yet to learn.

We trust that the story current here yesterday, to the effect that the owners of the vessel had refused to send any assistance to these people, saying that they must get to New-York as best they could, is untrue. For $100 a steam-tug would have taken all of these people off, and comfortably lodged them in Castle Garden on Sunday night. Now, see what sufferings they have undergone, and, believe me, if they have to walk to New-York it is not a tithe of what they must yet endure. Scores will be frozen or starved by the way. If the story about the owners be true, although we cannot believe it, they deserve to be held up to public execration and contempt. At any rate, they owe it to the public to explain why they have allowed 300 people to suffer cold and starvation so long, when for a trifle they might have prevented it.

But, turn we now to the vessel, and those on board. On Saturday night Capt. McKennon came ashore in a small boat to obtain assistance. During his absence the crew broke into the spirit-room and made themselves furious with the liquor. When the Captain returned on Sunday morning he was assaulted and stabbed by three of his crew in such a manner that his life is despaired of. He now lies on board of his vessel in a critical condition. His crew escaped, and made their way down the beach. One of the assassins was found frozen to death this morning. An inquest will be held upon his body. Officers are in pursuit of the others.

The New-York lies stern on, pretty high up, and the tide ebbs and flows in her. She had an assorted cargo, and 280 passengers. Her crew numbered 27 persons.

To-morrow morning we shall go on the beach.

ANOTHER ACCOUNT.

BARNEGAT, Dec. 22, 1856—10 o'clock p. m.

The bark Tasso, of St. John's, Newfoundland, Capt. Goldsworth, went ashore on Saturday morning, the 20th inst., about 4 o'clock a. m., on the Long-beach, six miles from here. The wind was west-southwest, cloudy and dark. The Tasso is about 300 tuns capacity; was bound for New-York, and laden with rosewood and coffee. On the morning of the 20th, Capt. Goldsworthy saw the Absecom light, mistaking it for the Barnegat light, when he had arrived within four or five miles of the latter, he discovered a number of cod-fishing vessels, and just beyond them the Barnegat light, which he mistook for the light of a ship, and by means of this fatal mistake, the vessel went ashore with a tremendous force, carrying away her spars and stoving in her stern. When discovered in the morning by the wreckers, she was lying bow on, about 75 yards from shore, at low water. There were fifteen persons on board, including two passengers—a man and women. Mr. Jeremiah Predmore, wreck master, together with John Jones, John Parker, and Capt. Hawses, launched a life boat, and at the imminent risk of their lives proceeded to render assistance to those on board. With great exertion, they succeeded in reaching and making fast to the bow of the vessel. Five of the seamen had descended to the small boat when it was suddenly capsized by the force of the serf. Four of the seamen, together with Mr. Jones and Mr. Parker, wreckers, were drowned; one of the sailors, called "Bill," swam to the shore. Capt. Hawses, who belongs to a schooner recently wrecked on the beach, being active and strong, succeeded in getting hold of a rope which was hanging over the side of the vessel and was attached to the bowsprit, succeeded in climbing to the deck. Mr. Predmore, the wreck-master, who is about 50 years old and weighs about 300 pounds, caught hold of this rope, but was becoming exhausted, and would very soon have sunk, when Capt. Hawses succeeded in getting a rope around his body, and he was drawn on board. Mr. Jones, one of the surfmen, must have been precipitated against the floating bowsprit. He was seen to rise two or three times, and then disappeared from sight. There was a dreadful gash across his forehead, from which the blood was flowing freely, and the force of the blow probably stunned and rendered him powerless. Deceased was about 50 years of age, and leaves a wife and seven sons and daughters. He was an old and experienced surfman, very humane and daring in adventuring, as he had many times risked his own life to rescue shipwrecked persons.

John Parker, the other surfman, was an unmarried man, 23 years of age, and was always foremost to proceed to the assistance of the wrecked persons, regardless of the danger. As soon as the boat was capsized he struck out for the beach and came within a rod of the shore, when he was carried out by the force of the undertow. He continued to exert himself, and swam along the shore, frequently endeavoring to gain the beach, but was as often thrown back. His companions on the shore, although so near him, had no means of rendering assistance, but they encouraged and cheered him on to continue his exertion. In this way Parker swam along the shore for nearly half a mile, with his strength gradually failing, and his movements becoming every moment perceptibly slower until finally he disappeared under the waves and was swept away by the undertow. Jones and Parker were well known and highly respected by their neighbors, who feel deeply their untimely loss. Their bodies had not been recovered up to yesterday morning. Three of the sailors, whose names could not be ascertained, were drowned, and the fourth was rescued, but died soon after being taken on board of the ship. Two of the bodies of the sailors were washed ashore, and together with the one on shipboard, were taken charge of by Coroner Salter, who caused them to be removed to this place, where they arrived this evening.

On Saturday afternoon, those on board were rescued, and to-day the two passengers proceeded to New-York.

This forenoon, Captain Atchinson, with a crew, boarded the brig. The body of the sailor was lying upon the deck, and nestling closely to it was a large Newfoundland dog and a hog. The body, the animals, and various articles were removed to land. The vessel will probably be a total loss; she was insured in St. Johns, Newfoundland, and the cargo was insured in New-York. The cargo was consigned to Messrs. Napier, Johnson & Co. of New-York. The captain and mate were the last persons to leave the ship.

THE PACKET SHIP NEW-YORK.

The packet ship New-York, Capt. McKennon, from Liverpool to New-York, with 280 passengers and a crew of 27 persons, went on shore about one o'clock on Sunday morning, on the north beach, four miles above the light-house. She was discovered early in the morning, lying stern on, about 200 yards from the shore. Capt. J. M. Brown, agent for the underwriters, together with a number of wreckers, immediately set about to render assistance to the unfortunate persons on board. A large life-boat was procured at Squan, but owing to a defect in some of the apparatus, a line was not got across her until toward evening. The life-boat was then sent out, and the Captain came on shore and remained during the night. The next morning he returned on board, when several of the crew, exasperated at his having deserted the vessel, and maddened by liquor, which they had obtained by breaking into the storeroom, attacked him with knives and other missiles, with which they stabbed and beat him until, it is thought, he cannot survive. During Sunday the wreckers worked faithfully, and at a late hour in the evening had landed everybody safely. The trials and hardships of the poor immigrants did not terminate here. The vessel had filled with water, and all the provisions were spoiled except a barrel of hard biscuit, which was distributed to the famishing passengers on Sunday afternoon, who had not tasted any food since Friday night. They were also nearly perished with cold, many of them being thinly clad, and the only shelter was the Government station, into which it was barely possible for them to crowd. Three of the sailors who had attempted to kill the Captain came on shore on Sunday evening. One of them was very much intoxicated, and camped down upon the beach, where he was frozen to death. The other two had escaped up the beach. It was confidently believed that the owners of the vessel would send a steam-tug early on Monday morning to take the wrecked passengers to New-York, but at noon Capt. Brown gave up all hopes of assistance from that quarter; and, as the immigrants would starve by remaining much longer, he determined on the next best expedient. He proceeded in advance to provide provisions at the stations which are located about five miles apart. The poor, famished, thinly-clad immigrants, among whom are quite a number of infants, as well as aged and infirm persons, took their long and dreary march on the bleak and desert coast for New-York; and, unless assistance reaches them speedily, many will perish on their way.

Mr. Wm. Shafer and Mr. Edwin Salter were present and rendered assistance to the sufferers. These gentlemen describe their condition as most heart-rending, and could not be witnessed without feelings of the deepest commiseration.

LATEST PARTICULARS.

THE PASSENGERS ALL SAFE.

FREEHOLD, Monmouth Co., N. J.—p. m.

I stated in last night's dispatch that the immigrants had started on foot along the beach toward New-York. Knowing that even if steamtugs were sent down to their assistance, it would be almost impossible to get them on board, I concluded to intercept some of the unfortunate beings, and learn their condition and progress. Accordingly, leaving my companion at Waretown, to visit the wrecks, if it was possible to cross the bay, I took conveyance at 4 o'clock a. m., and started for Freehold, a distance of forty-four miles.

The weather was intensely cold, with a keen, cutting wind directly in our faces; and although abundantly clad, not one-fourth of the distance had been passed before we were brought to a sense of the dreadful suffering those poor wanderers along the beach were enduring, many of them being so poorly clad that their garments rendered but little protection from the fierce, biting winds from off the sea. At 4 o'clock we arrived at Freehold, and shortly after, wagons freighted with the immigrants came in, and at 3 o'clock, the time of the starting of the team, sixty-eight persons, mostly men, came in. These were generally the better class of the immigrants, and notwithstanding the hardships and privations they endured since Saturday morning last, were looking quite hardy. Some of them were very bitter in their denunciations of the captain of the packet-ship New-York, and charged him with dealing out to them but about one-fourth of the rations required by law. They upheld the sailors for their brutal treatment of the captain, and would have been gratified had he been murdered. There was on board one cabin passenger, and the remainder were steerage passengers, all Irish, except 39 Germans, including three females.

At the hotel where the passengers were stopping to warm, one of them named Cornelius O'Conner, commenced to give a statement, but before he had proceeded far Sheriff Conover, accompanied by Captain Brown, entered the hotel, and arrested three of the sailors, who are charged with mutiny on board the New-York and assault with intent to kill the captain. They were lodged in the jail to await an examination. The Irish passengers sympathized with the sailors, and as soon as the arrest was made O'Conner declined to give any further statements, and neither could any of his fellow-passengers be induced to give any facts in regard to the matter, fearing that the information would be used against the sailors. The following, as far as given, is

O'CONNER'S STATEMENT.

We sailed from Liverpool on Thursday, the 13th of November, and no accident occurred until Friday last. The day was fine and the evening was moonlight, with a fair breeze. We all turned in at the usual hour. I had been in bed a short time when one of the passengers came and told me that a light-house was in view. I got up and went on deck, and saw the light-house, which I first took for a ship's light, but as it remained stationary I concluded it was a light-house. I then went to bed, but feeling restless did not go to sleep. After a short time he felt the vessel strike, and leaped up [Just at this time the officers entered and arrested the three sailors, when O'Conner and the others refused to have anything further to say upon the subject.]

There are various stories about the origin of the disturbance, but the most reliable is that after the captain went on shore and could not return that night, the sailors conceived the idea of plundering the vessel; and had actually broken open various boxes and chests stowed away between decks, robbed some of the passengers of money, clothing, &c., and were just proceeding to ransack the cabin when the captain came on board, and was perhaps fatally injured in defending the property of the ship.

Last evening when the immigrants were coming up to the city on the John Potter, Messrs. McAlister, McKnight and Conover, conductor on the Camden and Amboy road, raised among the passengers the sum of $34 with which to furnish the sufferers a supper and lodgings for the night, and the balance to be distributed among them.

Among the passengers was an English woman named Catharine Bull. She has a brother in this city, but does not know his address. He will hear of her at the Manchester Hotel, No. 166 Washington street.

Up to 3 o'clock yesterday afternoon no steamer had gone to the assistance of the wrecked ship, and from the appearance of the weather none would leave.

PASSENGERS BY THE NEW-YORK.

The following list gives the names and ages of the steerage passengers shipped at Liverpool on board the New-York:

Peter Kilbank	38	Fred. Bullon	22
Mary Kilbank	36	Fred. Leyler	27
Leo Kilbank	18	Johann Brown	30
Wm. Kilbank	16	Bernard Neumann	30
Thos. Kilbank	13	Fran. Hoffman	20
Eliza Kilbank	9	Johann Bahn	21
Chas. Kilbank	6	Carl Leich	31
Jane Kilbank	3	Paul Salzmann	20
Benj. Bradley	21	Ernest Kurst	25
J. M. Kilbank	21	Pat. Flannery	34
Fred. Jones	29	Ann Flannery	30
Joachim Kuhl	27	Jos. Flannery	2
Fred. Behin	23	John Flannery	Infant
Fred. Schilling	23	Jas. Meary	24
Martin Flannery	16	John Johnes	26
Bridget Flannery	26	Wm. Williams	22
Nancy Flannery	39	Eliz. Owens	11
John Flannery	Infant	Wm. Williams	18
Margaret Ryan	20	Wm. H. Owens	16
Michael Slattery	21	Jacob Taylor	23
Michael Ryan	18	John Taylor	20
Mary Ryan	28	John Flannery	19
Jane Ryan	18	Cath. Flannery	16
Peter Murphy	25	Carl Goes	35
Catharine Ball	30	Enoch Slater	31
Jerome Collins	16	Susanna Slater	28
Bridget Murwin	10	Susanna Slater	6
James Murwin	7	John Carr	40
Mary Murwin	6	Bernard Reilly	30
William Murwin	5	William Parker	30
William Shaw	30	Anne Parker	30
Eliza Shaw	30	Catharine Parker	Infant
Alfred Shaw	Infant.	Patrick Govin	29
Ignatz Schulki	30	Monke Greenstein	25
Leopold Wagner	26	Michael Sheil	20
John Schofield	21	Patrick Sheil	22
Carl Bass	28	Ann Geoghagan	25
Maria Hawthorne	22	Jesh. Neill	24
David Lyons	18	Margaret Quislan	18
Michael Lyons	7	Johann Cremin	20
Jere. Killker	30	Mary Mahony	16
Ellen Carty	20	Dennis Mahony	12
Margaret Carty	18	John Mahony	7
Thaddeus Lyons	16	John Nest	56
Honora Croner	21	Abraham Burton	20
Jerry Linchan	20	Bridget Murphy	20
Ellen Lynn	20	Mary Murphy	30
Mary Mahony	18	Patrick Kurphy	12
Mary Ahearn	25	John Murphy	6
John Miller	28	Jane Doherty	45
Bridget Miller	25	James Doherty	25
Mary Ann Miller	Infant	Ellen Watts	23
Bridget Miller	21	Ellen Watts	Infant
John Mullin	20	Patrick Meary	20
Mary Mullin	22	Margaret May	20
Margaret Hogan	20	Jas. Bullentine	18
Kitty Allen	20	Archy Lafferty	19
Mary Taylor	18	Isabella Lafferty	19
John Hayes	18	Ellen O'Brien	18
Mary Hayes	23	John O'Brien	21
Margaret Hayes	7	Mary O'Brien	21
Jas. Doherty	45	John O'Brien	12
Wm. Clarke	46	John Bartcher	20
Mary Clarke	41	Hirst Talk	24
Eliza Clarke	4	Thos. Hesser	42
A. W. Lear	23	Hendison Meyer	41
John Emry	23	Ronk Hesser	7
Carl Schneider	21	Mary Hesser	6
Mich. Wagner	23	Gert. Hesser	3
John Elshall	27	Alt. Hesser	Infant.
T. Suvest	27	Adm. Hoer	26
Theo. Growing	25	Wm. Stonehouse	21
Cath. Growing	22	Robt. Thompson	21
A. Rock	22	Mary Redmond	22
T. Newman	25	Robt. Robson	30
Geo. Muller	27	Margt. Robson	27
Lewis Henniskmann	24	John McDonald	13
John Huze	24	Anty. Broer	29
H. Hausen	23	Mary Chalener	30
Mary Ryan	28	Henry Kisks	30
A. Kohen	30	Thos. Wylsy	29
Bridget Jourdan	25	Rose Costello	20
Anthony Jourdan	4	Mary Jones	20
Honora Fahey	25	Mary Casserly	25
Mary Fahey	3	Mary McCormick	25
John Fahey	Infant.	Jane McCormick	7
Cath. Benly	22	Bridget O'Brien	28
John Gleman	24	Phil. O'Brien	7
Mike Rourke	30	Pat. O'Brien	6
Wm. Hogan	13	Anne O'Brien	3
James Martin	30	Jas. O'Donnell	26
Thos. Saul	30	John Hughes	28
Edw. Ryan	30	Mary Shugrue	35
Edw. Noonan	30	Cath. Shugrue	18
John Greenhalgh	23	Julia Shugrue	7
Ann Jordan	27	Cath. Vaughan	23
Michael Price	35	Mary Reilly	35
John Joyce	30	Mary Holmes	21
Cath. Joyce	10	Bridget Holmes	19
Bridget Moore	25	Thos. Houghton	21
David Mulcahey	30	Ellen Connor	20
John O'Brien	22	Mary Donohue	14
Susan Mulligan	19	Wm. Driscoll	20
James Perdue	22	Cath. Nason	20
John Ready	24	Michael Buckley	23
Margaret Scanlan	30	Ellen Caffer	20
Jane Scanlan	9	Cath. Buckley	18
Peter Scanlan	3	Mary Hickey	18
John Desmond	30	Wm. Desmond	14
Margaret Walsh	25	John Grady	7
Wm. Boland	13		
Ann Boland	15	Total	223

STATEMENT OF MRS. GEORGE NEWBROOK.

I left the port of Liverpool on the 13th day of November as a cabin passenger, in company with my husband. We experienced heavy head winds during the whole of the passage, but every comfort that could be afforded to us was done. Our passage continued six weeks. The sea was very high, and considerable ice was seen in the sea, but not of such a weight as could do our vessel any injury. There were 42 cabin passengers and about 250 in the steerage. When within two days' sail of Barnegat Lighthouse one of the steerage passengers, a female, died, and was buried, with the usual ceremonies, in the ocean. Nothing further of interest transpired until Friday evening about 11½ o'clock; we had most all retired. Every one on board seemed delighted, for that night was the only pleasant one we had experienced the whole passage, and besides, many, in fact all, were satisfied that the next morning would find us safely anchored in New-York Bay. The ship was sailing along finely, when suddenly it trembled. This started all to their feet. We rushed on deck, and found to our horror that we were stranded. The captain and his crew immediately began to set off signal-rockets, and the "flag of distress" was immediately hoisted, but we got no assistance whatever until Saturday morning, about 10 o'clock, when the Captain sent a boat to the shore filled with the crew. During the day other boats were sent off. In one of these boats we came off and put up at the Station-House. There was nothing in the shape of eatables to be had, and we suffered very much. On Sunday, at 1 o'clock, we started from the Station-House, and were taken to the residence of a gentleman named Chatam, 16 miles distant; at his residence we stayed during the night. At 4 o'clock on Monday morning we started for Camden, 9 miles distant, which place we reached about 8 o'clock. There we embarked on the cars for the city, arriving here on Monday night, about 7 o'clock.

The captain and first mate of the ship certainly deserve the praise of every one. Better seamen we never saw, and men with nobler hearts we never came in contact with. The captain, in order to quell the fears of those on board, remarked that they "should all be saved, if he had to carry them on his back to the shore." He stood with a cocked pistol in his hands, and threatened to shoot down the first man who disobeyed his orders. One individual did so several times: the captain kept his word, and shot him three times. He was in a very low state when we left the beach, but hopes were entertained of his finally recovering from his wounds. The result of the captain's action was that his orders were strictly obeyed, and, aided by his first mate, they had saved the lives of over two hundred souls, whom they safely conveyed to the shore. When we left for the residence of Mr. Chatam, about two hundred had safely landed. Our party consists of seven persons. We barely escaped with our lives, so rough was the sea, when we came on shore. What we could conveniently wear in the shape of clothing we did, and that is all we possess. Our goods and luggage, containing all that we own, are yet in the hold of the ship. Our destination is West, where we have relations and many friends.

WRECK OF THE BRITISH BARK TASSO.

FOUR SAILORS AND TWO SURFMEN DROWNED.

TRIBUTE TO THE DEPARTED HEROES.

From Our Special Reporters.

WEARETOWN, Ocean Co., N. J., Dec. 22—11 P.M.

We reached the little village of Wearetown about 4½ o'clock this afternoon, after a wearisome drive of seven hours through the interminable pine barrens of eastern New-Jersey, and hasten to inform the readers of THE TRIBUNE in regard to the two wrecks reported in your edition of Monday as ashore near this place. As the beach is on the other side of Barnegat Bay, which is some six miles across from the main land, night being at hand, and in addition to the dangers of a rapid current and a large quantity of drift ice, a snow squall appearing probable, we have deemed it advisable to defer our visit to the wrecks (both of which are in sight) until the dawn. Meanwhile, we have gathered what we could from authentic sources. That it is not more in detail, must be attributed to the fact that only two or three of the men who have been to the beach have returned, preferring generally to remain on the shore until their labors are concluded, and the vessel and cargo got off or abandoned.

Capt. James Goldsworthy of the Tasso states that he ran his vessel on shore about an hour before daylight on Saturday morning last through a mistake. Seeing the obscure little light of Barnegat, and a fleet of small craft a short distance off, he mistook it for the Sandy Hook Lightship, and before he was aware of his error, his vessel was thumping on the beach. The anchors were hove out, and an effort made to prevent her from drifting further ashore. They succeeded in keeping her on the outer bar. Tossed about in the raging surf, her masts soon went by the board and drifted alongside, being held fast by the running rigging. In this situation the vessel and crew remained during the whole of Saturday—a thick fog and rain obscuring the atmosphere so that they could not be seen from the main land; and if their misfortune had been known, it is doubtful if assistance could have been rendered, as the bay was filled with ice of treacherous thickness, but exceedingly difficult, and even dangerous for ordinary boat navigation.

Early on Sunday morning, with the cessation of the storm and the clearing up of the fog, assistance was afforded by the brave coastmen. Where the bark lay, on the south side of Barnegat Inlet, but two or three families reside within a range of six miles, so that even under favorable circumstances of clear weather and open bay, the people on the beach could do but little until the arrival of volunteers from the main land.

Mr. Samuel Perrine, the keeper of the life saving station in the vicinity was speedily on hand, and as the surf was running too high to admit of launching the life boat in safety, he sent a shot across the bark at the first discharge, and a communication being established between the vessel and the shore, the life car was slung. By some fatality, however, the parties in charge were induced to forego their intention of sending off the life car, and substituted in its place one of Francis's large metallic life boats, which was attached to the line and drawn over by the people on board with the intention of bringing them all ashore at once. In her went John F. Jones, John Parker, Jeremiah Pridmore and Capt. Howes of the schooner Anna Jenkins. She was hauled alongside of the bark, and the persons on board, two passengers, one of them Mr. Shields of Brooklyn, and the officers and crew, fifteen in all, proceeded to embark in her. A strong current set to the north-east, and the men in the boat found it extremely difficult to keep her from capsizing, hampered as she was by the drifting mass of spars and rigging alongside. Some six persons had got into the boat, when, the sailors against all remonstrances insisting on lowering their chests and dunnage into her, she turned over and over in the water, precipitating the occupants into the surf, and six of them were drowned. Four of the lost men were sailors, and the other two, Jones and Parker—two men as heroic and self-sacrificing, as noble and true-hearted as ever breathed—were Jersey surfmen. Poor Parker swam for half a mile before he sunk; his friends