CLEVELAND GRAPE WINE.

Visit to a Wine Cellar—The Percentage of Wine and Acid in different Grapes—90,000 Gallons of Wine made in One Year—German Grapes and Wine Compared—Cleveland Grapes sent to Germany—Cleveland Grapes Superior to Cincinnati Grapes—Fruit and Wine in Cold and Hot Climates.

From Our Special Correspondent.

DONGOLA, Union Co., Ill., Aug. 13, 1865.

At Cleveland I called on the editors of *The Ohio Farmer*, who make a sharp agricultural paper. I wanted to know what was going on regarding wine-making in the city and vicinity. Col. Harris said several were making wine, but he would take me to the house of George Leick, who is a practical man and was brought up to the business in Germany. When we were going out, Mr. Fairchild, one of the editors, said we had better take a carriage at the Weddel House. I asked if it was so far. No; still so far we probably would not be able to make our way back without help. Yes, yes. We had been in wine cellars before.

Let me say a few words about Cleveland. It contains 60,000 inhabitants, has a good trade with Ohio and Indiana, and it manufactures pretty largely. Much of the copper ore from Lake Superior is smelted here. In many respects it is a very handsome town. I doubt whether any city in the world has a finer street than Euclid-st. I know there is none in New-York superior. There is more enterprise among the people. They organized the "Sanitary Commission" and "Union League." Here is the first Fruit Preserving House, and here is the center of the greatest number of vineyards on this continent. In the vicinity are the Western Reserve dairies, where vast amounts of cheese are made and sent to every part of the world.

At a common-looking commercial house, something like a wholesale grocery store, we found Mr. Leick. He is about 38, speaks English tolerably well, and has the appearance of belonging to the St. Louis Fremont class of Germans. This is an important element in our population. I am convinced that within them are germs which hereafter will produce industrial and social revolutions in our country. They are educated, enterprising, social, practical, radical. Their number is increasing. They prepare the way for others. Some bring much money.

Mr. Leick has eighteen acres in vineyard eight miles east of Cleveland, near Dr. Dunham's. He has three wine presses, one on Kelly's Island, one at Sandusky and one in Cleveland. He makes some wine from the Isabella. The Clinton makes good wine, and is similar to the German red wine, in fact, Germans cannot tell the difference between it and the Old Country wine. He values the Clinton; no other grape bears better; it likes to run on trees. The Isabella he does not like to mix with other kinds, because it is earliest ripe and ferments soonest. By it self it makes a fair wine. Last year he tried 20 lbs. of the Concord, and does not like it, and yet the Hermann folks value it to mix with Norton's Virginia.

The following is his account of the percentage of wine in different grapes. He uses the scale of Oechsle, which ranges from 4 to 115 degrees: Concord showed from 65 to 70 per cent; Norton's Virginia, suddenly, 110; Catawba from 80 to 90; Isabella from 60 to 65; Clinton 260 and sometimes 103; of the Delaware he was doubtful.

The amount of acid in the must of different grapes he tests by Gelster's acid meter, ranging from 1 to 20. In addition is a thermometer, which is used in making the trial when the must is at 32 degrees Fahrenheit. In 00 degrees of Catawba saccharine matter there are from 7 to 8 of acid; in Isabella, 9 to 10; Norton's Virginia, 4; Delaware, 5; Concord, 6.

Last year he bought grapes to make from nine to ten thousand gallons of wine; two years ago from eighteen to twenty thousand gallons. He says positively there can be no limit to the market at good prices. Last year most of the grapes were engaged early in August. This year buyers were already around trying to contract.

Mr. Leick has large cellars under his store, where are huge casks, but he has no regular wine cellar such as at Hermann. Those cellars look like vast railroad culverts walled up at one end, and with an entry and two doors in the other. They cost from three to five hundred dollars. If the wine is kept in his store during the year it will rapidly ferment, and get what is called age. He can sell all the wine he makes during the year. Should he keep much over he would require a proper wine cellar. Still he has some old stocks, so he to have different ages in the business. Mr. Leick made this statement: If, for five years to come, the people of this country plant vineyards as they have for five years past, then there will be more wine and grapes here than in the old country.

Here save the grapes in Germany have only about half as much acid as those in this country, but the flavor of American wine is three times stronger. The German grapes yield about the same, but the skin is thinner. The acid is in the thick skin of the Catawba. The saccharine matter is about the same. They do not get half as much wine from an acre of grapes there as we do here, for they have a good crop only once in eight years. As regards the comparative quality of the wine he could not decide, so much depends on taste, but the Catawba has only 9½ per cent of alcohol. I asked whether Kelly's Island or the Cleveland grapes were best for wine. He said he had tried all kinds, and he was convinced that those grown on the ridge about two miles from the lake are worth two cents a pound more to make into wine.

Besides raising grapes largely he buys all that are offered. Last year he paid on an average 12½ cents a pound. Then he employs girls to pick them over, rejecting poor grapes, and generally from 12 pounds of grapes he gets a gallon of wine. He puts in no sugar or other addition. If the wine is sour, no matter, it will sell; but to make good wine he must have ripe grapes.

Last year he sent Catawba grapes to a friend in Germany, who submitted them to a committee of several gentlemen without telling whence they came. While tasting around they were much puzzled, but finally they concluded them to be Hungarian grapes. When it was told they were Cleveland grapes there was great astonishment to learn that the new country could produce such good fruit.

Mr. Leick says he makes a better wine than the Cincinnati folks, and he gives a good reason, which is, that a late grape does not do as well in a warm climate as in a cold one, because the sweetness comes late in the season. In a warm climate the grape ripens before the hot weather closes; the leaves drop off, and there is no delicate aroma in the fruit. Hence, whatever may be the climate, the grape grown in it for wine should be one which will mature just before frost. I myself can say something in proof of this. I had always supposed that peaches grown here, in latitude 37, must be sweeter than those grown far to the north. Two years ago I was undeceived. I do know that maple trees yield sweeter sap in cold than in warm climates.

A very great question arises here. Is a warm or tropical climate more favorable for producing sugar or saccharine matter than a cold climate? The boasted fruits of tropical climates are not remarkably sweet. We are pointed to the sugar cane, and reminded that our sugar comes from Louisiana and Cuba. And yet the Western States, from sorgo, now make all the molasses they require.

We know that the most corn can be raised in the north. A Southern Georgian, when told that a hundred bushels of corn were raised to the acre in Illinois, said, "It is a lie, whoever says it. Three barrels—fifteen bushels—are a good crop, and the one not satisfied with it is not fit to have a plantation." We know there is an abundance of starch in corn. I believe that, according to chemistry, starch is changed into sugar. Parties now are making from two to three gallons of molasses from a bushel of corn. Should the experiments in progress result in making sugar cheaply from corn starch, this question about climates will be forever decided.

It will not follow from this that in warm climates good wine grapes or other choice fruits will not grow. The truth is, such climates are quite favorable for fruit, but the fruit has more acid. I have said before that the Southern people crave and require more acids, and that they greatly need good vinegar, and seldom have it. Vinegar was in the rations of a Roman soldier.

To my eyes the light of day along the lake shore is little more than a bright glimmer. For weeks the grapes struggle in a chilly and raw atmosphere. There is always a breath from the blue lake. While the grapes are maturing under these apparent disadvantages the acid is changed into sweet. Shakespeare says, "Sweet are the uses of adversity." R. C. M.

Trial Trip of the Steamship New-York.

The new steamship New-York, designed to run between this port and Aspinwall, made her trial trip yesterday morning. The vessel is one of the noblest that ever moved through the waters of our bay.

The builder of the hull and frame-work is Mr. J. Simonson, the builder of almost all Commodore Vanderbilt's fine vessels; the engines were made at the Allaire Works; joiner work, A. J. Hennion; painting, R. Hutson; upholstery, A. T. Stewart & Co., and Parton & Co.; and the furniture was supplied by first-class firms from this city.

The vessel was thoroughly inspected and examined by the Naval Department last Winter, with the following results:

NEW-YORK, Dec. 9, 1864.

SIR: Respectfully transmitted herewith is the report and inspection of the steamer New-York, under the order of the bureau, as rendered by the Board of Officers detailed for the purpose. Aside from the report, these officers represent the vessel as being in all respects a very superior one, in both materials and workmanship.

I am, very respectfully, your obedient servant,
F. H. GREGORY, Rear Admiral.

John Lenthall, esq., Chief Bureau Construction, &c., Washington.

GENERAL INSPECTORS OFFICE, 200 Lewis-st.
NEW-YORK, Dec. 8, 1864.

ADMIRAL: In compliance with your instructions of the 5th instant, the undersigned respectfully report, having made a careful examination of the new steamer New-York, referred to in the letter of Mr. J. Lenthall, accompanying your orders, to wit:

Hull—Dimensions, as follows: 296 feet long, 42 feet beam, 26 feet hold—tonnage, 2,516. Frame is of white oak and locust, iron-strapped; straps being 30 feet long, 6 inches wide, and ⅝ of an inch thick. Planking; wales 6 inches thick, bottom 4½ inches, all of oak, square fastened (tree-nailed and butt-bolted; composition 1 inch bolts are used 18 feet up; above the galvanized iron. Deck Frames—Main deck beams, 12½ by 13 inches; guard beams, sided 20 inches, molded 13½ inches. Spar Deck, 10 by 8 inches forward, and 10 by 8 aft, of white pine. Berth Deck of oak; beams, 14 by 12 inches. All decks are well stanchioned and kneed; in wake of engine, 4½ inch diameter iron stanchions are used. Main and Berth Decks are 2½ inches, and spar deck 3 inches thick. Keelson—Seven keelsons, 12 by 14 inches, running fore and aft, also seven thick stakes, 7 inches thick, bolted edgeways. Ceiling is 5 inches thick of oak. The hull generally appears well fastened, and presents all the features throughout of a thorough-built ship. Vessel is fitted with two masts, carrying a fore and foretopsail yard on her fore, and the usual sails aft. Rigging is of iron, and really fitted. Cables—One cable (90 fathoms), of 1⅛ inch, by m. Anchors—Two anchors, one weighing 3,000, and one 2,500 pounds.

Engine—A vertical beam engine, with a cylinder 90 inches in diameter and 12 feet stroke of piston, and is set over a common jet condenser. The air pump is also vertical, 72 inches diameter and five feet stroke, with rubber disk valves, one delivery pipe leading from either side of the pump-chamber, discharging overboard at the surface; one out-board delivery, and one in-board delivery valve is attached to each pipe. The feed and bilge pumps—two of each—and all pipes connecting are perfect. The boilers are two in number, with 500 three inch tubes in each; they are set opposite each other, with fire room running fore and aft. Eight furnaces in each boiler, with an area of 312 square feet of grate surface, and area of heating surface 10,000 square feet to the two boilers. The steam chimney runs up to the hurricane deck, which is 18 feet above the top of boilers, with one smoke-pipe in common for two boilers. The boilers are well made, double-riveted in all seams not exposed to the fire; all necessary valves, gauges and instruments are attached to the engine and boilers. The donkey boiler is cylindrical with a nest of two-inch diameter tubes; boiler set vertical in upper deck. There are two Woodward pumps, No. 5 and No. 1, and one of Lightball's fresh water makers. The paddle-wheels are of the common radial kind, very strong and neatly built of iron; 35 feet in diameter. Length of buckets, 9 feet; width of ditto, 18 inches. The engine and boilers are strongly secured to the vessel; the former with holding-down bolts, passing through the vessel; the latter sliding upon cast-iron legs; leaving a passage way around and under the boilers neat and commodious; the ventilation in the engine and fire-rooms is perfect. The coal bunkers are below, on either side of the engine, and a large one forward of the boilers with a total capacity of about 600 tons. The cranks and crank shafts are of wrought iron, 20 inches in diameter, by 22 inches length in journals. Taking the mean pressure of steam upon the piston, at 30 pounds per square inch, and the number of evolutions 13 per minute, we should consider a low average, the engine will exert a power of 1,800 horses.

We are respectfully, sir, your obedient servants,
CADWALLADER RINGGOLD, Commodore.
WILLIAM W. BROOKS, Chief Engineer.
H. N. LOWRY, Carpenter.

Captain Tinklepaugh, an old and well-known officer on the line between this city and Aspinwall, will take command of the New-York, which commences running somewhere about the first of next month.

The excursion was one of the pleasantest we remember attending. About 400 people were on board, most of them distinguished mercantile gentlemen of this city, but a large number were gentlemen engaged in the shipping business between New-York and San Francisco. On the line between the metropolis and California the Pacific steamers have generally been regarded as the most commodious and elegant; but the Atlantic Mail Steamship Company seem to have determined to turn the scale—to give to the Atlantic side that which has generally been accorded to the other side of the Isthmus. Certainly there is no handsomer, more elegant and more swiftly moving craft afloat than the New-York.

Her appointments are perfect, her machinery has the music of easy motion, and she glides through the water like a thing of life.

Leaving the foot of Canal-st. at 10½ o'clock in the morning, the vessel proceeded up the North River, at the rate of about 14 miles per hour, as far as Guttenberg, when she turned down the stream, and sped at full speed down the harbor. Passing the steamer Vanderbilt and other Government vessels, she dipped her colors gracefully and moved on, paying her respects to the forts at the mouth of the harbor as she went through.

During the trip an excellent luncheon was served, the ever-welcome and jovial John Hesion conducting the affair as Master of Ceremonies.

The vessel rounded the light-house outside the Hook, and about 20 miles from the Battery, and returned again at a creditable speed. At one time she made over 17 miles an hour. Throughout the entire excursion all the participants were very well satisfied. The New-York returned to her pier at about 3 o'clock p. m. She bids fair to be the favorite ship on her line.

Naval Intelligence.

The U. S. steamer Donegal, Acting Master George H. Avery, from Port Royal arrived on Thursday morning. She touched Charleston and Beaufort leaving at the former place, sloop of war John Adams, S. S. Conemaugh, and iron clad Squando, left at Beaufort, S. S. Chippee, bark Release all well; left at Port Royal S. S. Malvern flag-ship, ship New-Hampshire, steamers Daffodil and O. M. Pettit. The following is a list of officers:

George H. Avery Commander, Frank P. Bibles, ex-officer, Henry C. Machette, A. A. Paymaster, A. H. Abertheny, A. A. Surgeon, Jas. E. Fox, A. 1st Ensign, John B. Starr, Acting Ensign, A. F. McIntyre, Acting Ensign, W. H. Anderson, Acting Ensign, Edward Allen, A. 2nd Ensign, Wm. J. Faul, 3d Ensign, Atwood Slater, 3d Ensign, Chas. Eggeen, 3d Ensign, John Stach 3d Ensign, Wm. F. Carleton, Yeoman, Edwin M. Cram, Pay Steward.

The light-draught monitor Shawnee, with one turret, is lying at anchor off the Boston Navy-Yard, awaiting her convoy, when she will proceed to Philadelphia, to go into *ordinary*. She is a fine-looking craft.

The paddle-wheel dispatch boat Wasp sailed from the Philadelphia Navy-Yard on Monday for the Brazil Squadron. She will touch at Cape Haytien on her way out, and from thence proceed direct to Rio de Janeiro. She was formerly the blockade-runner Emma Henry. The following is a list of her officers: Lieut.-Commander W. A. Kirkland, Lieut. A. M. Mitchell, Passed Assistant-Surgeon G. W. Gale, Acting Assistant Paymaster James S. Giraud, Acting Master Isaac Hallock, Acting Ensigns, J. B. Taney, G. E. French, John S. Branan; Mates, L. Reinberg, F. C. Duncan; 1st Assistant Engineer in charge, C. E. Lee; 2d, E. M. Lewis; Acting 2d, A. O. Tilden; Acting 3d, J. B. Edson, J. W. Keron; Yeoman, H. M. Waterson; Surgeon's Steward, John Duncan.

The store-ship Supply is lying in the stream at Boston, awaiting orders, probably for the Brazil squadron.

Commander J. B. Clitz is now the Executive Officer of the Boston Navy-Yard.

The paddle-wheel steamer Powhatan is under orders for the South Pacific. She is being fitted out at Boston.

The Tacony will sail from Boston in a few days for one of the foreign stations.

CHANGES IN THE POLICE DEPARTMENT—Sergeant Monmouth B. Wilson, lately in command of the Jefferson Market Court squad, has been promoted to a captaincy, and assigned to the command of the Twenty-first Precinct, vice Burdick, resigned. Capt. Wilson has proved himself one of the most efficient officers in the Department, and will doubtless reflect honor on his new position. Sergeant Ira S. Garland has been transferred from the Ninth Precinct to the command of the Jefferson Market Court squad. Roundsman Gunner of the Twenty-ninth Precinct, has been promoted to a sergeantcy, in the place of Sergeant Sutherland, lately dismissed. Roundsman Hessian of the Fifth Precinct, has been promoted to a sergeantcy, and assigned to the Ninth Precinct, vice Garland, sent to Jefferson Market Court.

The Press of Richmond have met and appointed a Committee to devise measures for the reception of the President if he shall visit that city. The Committee consists of Messrs. Bailey and Wedderburne of *The Bulletin*; Hughes and Lewellen of the *The Republic*; Mr. Wynne of *The Times*, and Messrs. Ridgway and Elliott of *The Whig*.

The $1,500,000 on Board the Golden Rule.

A REVENUE CUTTER TO BE SENT TO THE WRECK.

The revenue cutter Cuyahoga, Capt. John Faunce commanding, will leave New-York on Saturday for the Carribean Sea for the purpose of endeavoring to recover the balance of the $1,500,000 which went down in the Golden Rule when she was wrecked on her passage to San Juan. Mr. Victor Smith, agent of the Treasury Department, after being five weeks on the reef, assisted by divers and two wrecking schooners, has recovered only about $140,000 which were in a safe. The Cuyahoga will take out experienced divers, and it is possible that other portions of the large sum may be recovered, although it is highly probable that it will be in a condition wholly useless for circulation. The Treasury Department desire to be certain that it has been destroyed or forever lost, so that they can strike it off their books, and if needed issue other notes in their place. The Cuyahoga will probably be absent several weeks.

The Quincy (Ill.) *Herald* narrates how an elderly gentleman, "somewhat on the bum,"—if anybody knows what that is—was fleeced out of $300, all his funds, by a party of the jovial youth of that enterprising town.

Morton McMichael is talked of by Union men as a candidate for Mayor in Philadelphia, and it is said he will accept if nominated.

It is reported from Washington that no more National Banking Institutions will be authorized other than such as filed application prior to the first day of August.

Mails Close at the Post-Office.

For Great Britain and the Continent, by steamer Bremen, Saturday, Aug. 26	10½ a. m.
For Ireland, by steamer Etna, Saturday, Aug. 26	10½ a. m.
For Havana, by steamer Liberty, Saturday, Aug. 26	2 p. m.
For New-Orleans, by steamer George Cromwell, Saturday, Aug. 26	1½ p. m.
For Charleston, by steamer Gerard, Saturday, Aug. 26	1½ p. m.
For Wilmington, by steamer Enterpe, Saturday, Aug. 26	1½ p. m.
For Denver City, Colorado, Great Salt Lake, Utah, and Placerville, California, daily, (Sundays excepted), by Overland route	4½ p. m.
North Mail (via Hudson River R. R.) through Mail and for Peekskill and Hudson	2½ p. m.
North Mail Way Mail (except Peekskill and Hudson)	3½ p. m.
East Mail (via New Haven R. R.) 8 a. m., 18 and	6 p. m.
East Mail (New Haven Way) 12½, 2:20 and	6 p. m.
East Mail (via Newport and Fall River)	4 p. m.
South Mail	4½ p. m.
Philadelphia Way Mail	5½ p. m.
Erie Railroad Mail	4½ p. m.
Erie Railroad Mail (Way) 5 a. m. and	3 p. m.
New-York Central Railroad Mail	3 p. m.
Long Island Mail	9 a. m.
Long Island Mail (to Mineola, Hempstead, Jamaica, and Syosset) 5 a. m. and	2½ p. m.
Harlem Railroad Mail	5½ a. m.
New Jersey Central Mail 5 a. m. and	2 p. m.
Morris and Essex Mail 5 a. m. and	2 p. m.
Northern Railroad of N. J. Mail	2½ p. m.
Brooklyn Mail 5 and 9 a. m. 2 and	4½ p. m.
Astoria Mail 9 a. m. and	3½ p. m.
Hoboken Mail 5 a. m. and	1½ p. m.
Staten Island Mail 5 a. m. and	2 p. m.
Freehold and Keyport Mail	1½ p. m.
Canada (East) Mail, except on Friday 5 a. m. and	3½ p. m.
Canada (West) Mail 5 a. m. and	3½ p. m.
Canada (East) (on Fridays) 5 a. m. and	6 p. m.

Travelers' Guide.

To Albany, by Hudson R. R., Depot 30th-st. and 10th-ave., and by Harlem R. R., Depot 26th-st. and 4th-av., via Hudson River, 3½ a. m., 2, 4 6, and 10½ p. m., via Harlem 11 a. m. and 4 40 p. m. Sunday train, via Hudson River, 6 p. m. City cars run between Chambers and 30th-st. station and City Hall and 26th-st. station.	
To Albany, landing at principal places on the Hudson, by steamer C. Vibbard, Tuesdays, Thursdays and Saturdays, and Daniel Drew, Mondays, Wednesdays and Fridays, from foot of Desbrosses-st. 7:45 a. m., landing at Thirtieth-st.	8 a. m.
To Albany, by steamer St. John, Mondays, Wednesdays and Fridays, and the Hendrik Hudson, Tuesdays, Thursdays and Saturdays, from pier 40 N. R.	6 p. m.
To Baltimore, by the New Jersey R. R., foot of Courtlandt-st., 8 and 11½ a. m., 7 p. m., and 12 midnight. Sunday	7 a. m.
To Bridgeport, by steamer Bridgeport, leaving Peck-slip daily, at	12 m.
To Boston, by steamers City of Bath every Saturday, and Jersey Blue every Wednesday, from pier 13 N. R.	4 p. m.
To Boston, by New-London line, Pier 39 N. R., and Neptune Line, Pier 27 N. R., daily (Sundays excepted)	5 p. m.
To Boston, by New-Haven R. R., via Springfield, 27th-st. and 4th-av. 8 a. m. 3 and	8 p. m.
To Boston, by New-Haven R. R., 27th-st. and 4th-av., via Shore Line, 12½ and 8 p. m. Sundays	8 p. m.
To Catskill, by steamer Thomas Powell, from foot of Franklin-st., N. R., every Tuesday and Thursday, at 5 p. m., and every Saturday at	3 p. m.
To Canandaigua, Rochester, Buffalo, Saramanca and West, by Erie Railroad, foot of Chambers-st., at 7, 10 a. m. 3 and 6 p. m. Emigrant train	6 p. m.
To Long Branch, by Raritan and Delaware Bay R. R., via steamboat Jesse Hoyt, from pier 8 N. R. at	10:45 a. m.
To Greenport, by Long Island R. R., foot of Jamaica-st. E. R.	3 a. m. and 3:30 p. m.
To Hackettstown and intermediate stations, by Morris and Essex R. R., foot of Barclay-st., at 5:30 a. m. By same road for stations west of Milburn at 4:30 p. m. Morristown Express	5 p. m.
To Hudson, Catskill, Priest, and West Camp; steamer leaves foot of Harrison-st., North River, Monday, Wednesday and Friday	5 p. m.
To Newburgh, Poughkeepsie, Rondout and Kingston, landing at Cozzen's Dock, West Point and Milton, the steamer Mary Powell, daily from foot of Desbrosses-st., N. R.	3½ p. m.
To New-Haven, connecting with R. R. for Hartford, and Springfield—steamers leave Peck Slip at 3½ and	11 p. m.
To New-Haven, by the New-Haven R. R., 27th-st. and 4th-av., at 7, 8, 11½ a. m., 12½, 3, 3:45, 4½, and	6 p. m.
To Norwalk, landing at Whitestone, City Island and Greenwich, by steamer John Romer, pier 26 E. R., Peck-slip, daily	3½ p. m.
To the West, by Central Railroad of New-Jersey, via Allentown, from foot of Liberty-st., N. R., 9 a. m., 12 m. and 8:00 p. m. Sunday train	6 p. m.
To Peekskill, by steamer Norwalk, from pier foot of Harrison-st., N. R., daily, (without exception) 8 a. m. Lands at 30th-st.	
To Philadelphia, by New-Jersey Railroad, foot of Courtlandt-st., 7, 10 and 11½ a. m., 12 m., 4 and 6 p. m. and 12 midnight. Sunday	6 p. m.
To Providence by Neptune Steamship Co.'s Line, daily, from pier 27, foot of Robinson-st., N. R., at	5 p. m.
To Staten Island, by steamer, from Pier No. 19 N. R., near Dey-st., at 7, 9, 10:30 a. m., 12:30, 2, 4, 5, 7 p. m. On Sundays, 9, 10:30, 12 m., 1:30, 3, 4:30, 6:30, and	7:30 p. m.
To Troy, by steamers Vanderbilt and Rip Van Winkle, daily, (Sundays included) (Saturdays excepted) pier 40 N. R.	6 p. m.
To Washington, by New-Jersey R. R. foot of Courtlandt-st., 8 and 11½ a. m., 7 p. m., and 12 midnight. Sunday	7 p. m.
To Whitestone, Greenwich and Norwalk, by steamer John Romer, leaves pier 22, daily, (excepting Sunday) at	3 p. m.

For further information in regard to Railroad Time Tables, see advertisements in another part of this paper.

Movements of Ocean Steamers.

TO DEPART.

Steamships.	Leave	For	Date.
Flag	New-York	New-Orleans	Aug. 25
Bremen	New-York	Bremen	Aug. 26
Britannia	New-York	Glasgow	Aug. 26
Etna	New-York	Liverpool	Aug. 26
North Star	New-York	New-Orleans	Aug. 26
Scotland	New-York	Liverpool	Aug. 26
Geo. Cromwell	New-York	New-Orleans	Aug. 26
China	Boston	Liverpool	Aug. 30
Moderator	New-York	New-Orleans	Aug. 30
City of Limerick	New-York	Liverpool	Aug. 30
R. R. Cuyler	New-York	Liverpool	Aug. 30
New-York	New-York	Aspinwall	Sept. 1
C. of Baltimore	New-York	Liverpool	Sept. 2
Louisiana	New-York	Liverpool	Sept. 2
Caledonia	New-York	Glasgow	Sept. 6
Persia	New-York	Liverpool	Sept. 6
Hansa	New-York	Bremen	Sept. 9
Pennsylvania	New-York	Liverpool	Sept. 9
Africa	Boston	Liverpool	Sept. 13
Europe	New-York	Havre	Sept. 15
Ocean Queen	New-York	Aspinwall	Sept. 16
Scotia	New-York	Liverpool	Sept. 20
Asia	Boston	Liverpool	Sept. 27

TO ARRIVE.

Edinburgh	Liverpool	New-York	Aug. 11
Persia	Liverpool	New-York	Aug. 12
Pennsylvania	Liverpool	Quebec	Aug. 15
C. of Washington	Liverpool	New-York	Aug. 16
North American	Liverpool	Quebec	Aug. 17
Tripoli	Liverpool	New-York	Aug. 19
Asia	Liverpool	Boston	Aug. 19
City of Limerick	Liverpool	New-York	Aug. 19
The Queen	Liverpool	New-York	Aug. 22
City of London	Liverpool	New-York	Aug. 23
Scotia	Liverpool	New-York	Aug. 26
C. of Manchester	Liverpool	New-York	Aug. 26
Helvetia	Liverpool	New-York	Aug. 29
City of N. York	Liverpool	New-York	Aug. 30

MINIATURE ALMANAC.

Sun Rises.....5:20 | Sun Sets.....6:45 | Moon sets... 8:47

HIGH WATER THIS DAY.

Sandy Hook..10:22 | Gov. Island...11:02 | Hell Gate....12:43

SHIPPING INTELLIGENCE.

PORT OF NEW-YORK.....AUGUST 24.

Cleared.

Steamship Ariadne, Crary, Savannah, T. Livingston & Co.
Steamship Glaucus, Godfrey, New-Orleans, N. H. Brigham.
Steamship City of Bath, Bearse, Boston, Whitney & Hathaway.
Steamer Zodiac, Buckley, Savannah, Lewis L. Jones.
Steamship Moneka, Marshman, Charleston, Livingston, Fox & Co.
Bark Agra (Br.), Shaw, Antwerp, W. F. Schmidt's Son.
Brig A. L. Peck (Br.), Peck, Lingan, A. Smithers & Co.
Brig Royal Arch (Br.), Dasison, Cornwallis, D. R. DeWolf & Co.
Schr. Tunis, Dopaw, Cropper, Baltimore, Mott Bedell.
Schr. Lewisville (Br.), Taylor, St. John, N.B., P. I. Nevins & Sons.
Schr. Dragon (Danish), Peterson, St. Croix, Ives, Barcher & Croix.
Schr. Casper Lakson, Snow, New-Haven, Hotchkiss & Stannard.
Schr. Mary (Br.), Lewis, Liverpool, J. & H. Auchincloss.
Schr. Golden Gate, Chase, Norfolk, Va., T. B. Chase & Co.

Arrived.

U. S. steamer Donegal, Acting Master Geo. H. Avery commanding, Port Royal via Charleston Aug. 17, having in convoy U. S. steamers Philadelphia, Gladiolus and Commodore McDonough. The D. parted company with the former two off the Chesapeake, they being ordered to Baltimore. On the morning of the 23d the Commodore McDonough sprung sleak, the wind being N.-W. and blowing a furious gale with a heavy sea running, which caused her to fill so rapidly as not to admit of the officers or crew saving anything belonging to them. The boats of the Donegal were lowered and the officers and crews taken off in safety. The Donegal laid by the wreck until 10:30 a.m., when, finding she was breaking up, left her. Her commander was the last to leave her.

Steamship Yazoo, Couch, Norfolk 26 hours, mdse. and pass. to G. Henriken & Palmore.

Steamship Tonawanda, ——, Pensacola, with troops.

Steamer Gen. Barnes, Norton, Mobile 11 days, with 400 invalids to Medical Director.

Ship Orpeus (Br.m.), Wessels, Bremen 40 days, with mdse and 256 pass. to Garrels & Meyer.

Bark Elia Adele (of Nassau, N. P.), Alexander, Cow Bay 13 days, coal to Jos. Eneas. Had heavy weather, lost and split sails, &c.

Brig Hatienna (of Cape Town, C. G. H.), Mirlson, Cape Town June 29 via St. Helena July 7, wool, &c., W. F. Coggill & Co.

Brig St. Olof (Norwegian), Blix, Rio Janeiro 56 days, coffee, Holmboe & Balchen. Had light winds and calms most of the passage.

Schr. E. J. C. Ericsson, Shepard, Elizabethport for New-Haven.

Schr. Ariadne, Robinson, Elizabethport for New-Haven.

Schr. Elizabeth Otis, Ryder, Rondout for Boston.

Schr. Julia Smith, Pratt, Salem for Elizabethport.

Spoken.

Steamer Japan, from St. Helena for Cape Town—July 7, lat. 17 13 S., lon. 5 W.

Ship Louisbanna (Br.)—July 19, lat. 1 43 N., lon. 20 16 W.

Ship Herman (Am.) steering N. by E.—Aug. 18, lat. 35 50, lon. 69.

Ship Belsm (Br.), steering N. by E.—Aug. 18, lat. 36 02, lon 69 26.

Bark Gordoya, from New-York for Melbourne—Aug. 20, lat. 37 49, lon. 71 14.

Schr. D. Trowbridge, from New-York for Barbadoes, 12 days out—Aug. 17, lat. 37 46 N., lon. 68 54 W.

Schr. Union, from New-York for Jamaica, 3 days out—Aug. 19, lat. 37, lon. 70 05.

Port-Wardens' Notice.

STATE OF NEW-YORK,
PORT-WARDENS' OFFICE, No. 194 Wall-st.

NOTICE is hereby given, in accordance with section 4 of the act passed April 14, 1857, entitled "An Act to Reorganize the Wardens' Office of the Port of New-York," to all persons interested in, or having charge of, the subject matter of such inquiry, examination or survey, that the following vessels are now under examination by the Port Wardens, and that the said surveys or examinations will be completed within ten days next succeeding this notice, on board said vessels:

Ship Margaret Evans.....42 E. R.
Bark Eliza Maria.....50 E. R.
Bark Idaho.....17 E. R.
Schr. Elizabeth Washburn.....6 N. R.
Schr. Corinthian.....7 E. R.
Schr. Ida del Torre.....6 N. R.

MINTHORNE TOMPKINS, President.
J. ADG'S HERRIMAN, Secretary.

Lost and Found.

10,000 DOLLARS REWARD!!

LOST OR STOLEN

FORTY THOUSAND DOLLARS IN 7 3-10 TREASURY NOTES,

DATED JUNE 15, 1865,

AND NUMBERED

111,653 TO 111,732 INCLUSIVE, BONDS, $500 EACH.

THE PUBLIC ARE CAUTIONED AGAINST NEGOTIATING THESE BONDS, AS PAYMENT HAS BEEN STOPPED.

REFER TO

AMERICAN EXCHANGE BANK.

LOST—On MONDAY NIGHT, on the Harlem Railroad, the following BONDS, viz.: $4,000 U. S. 10-40 Bonds, Nos. 1,552, 1,553, 1,554, and 1,559—$1,000 each; also, $4,000 in U. S. 7 3-10 Notes. Purchasers and others will please note above numbers, and give notice to subscriber of any one offering them.
THOMAS DOUGLASS, No. 70 Beekman-st.

Chances for Business Men.

FOR SALE—An elegantly-fitted-up PICTURE STORE and PHOTOGRAPH SALOON, with everything complete for carrying on the business. Apply at RUSSELL'S Photograph Gallery, 154 Main-st., Paterson, N. J.

RARE CHANCE for an ENTERPRISING MAN.—For SALE—A COUNTRY STORE and flouring business, established in 1852. Address, immediately, M. H. O., Tribune Office.

TWO ACTIVE BUSINESS PARTNERS WANTED in a Commission and Brokerage House of many years standing and of high respectability. Apply to Mr. AVERELL at A. J. Blecker, Son & Co's, No. 77 Cedar-st., or to Mr. TODD, (at 12 o'clock, m.) No. 48 Pine-st., Rooms Nos. 7 and 8.

VALUABLE IRON PROPERTY FOR SALE.

TENNESSEE ROLLING WORKS.

We will offer for sale, on the SECOND DAY OF OCTOBER, 1865, on the premises, the valuable Iron Property known as THE TENNESSEE ROLLING WORKS, with 6,440 acres of Land, about 600 acres good Farming Land cleared and under fence, situated on the Cumberland River fifty miles above the mouth, in Lyon County, Kentucky, embracing a large and complete Rolling Mill, a Forge with twenty Nobbing Fires, a Machine Shop containing Lathes, Boring and Planing Machines, with a Boiler and Engine to run separate from Mill, with a Grist Mill attached, a large Warehouse, Dry Goods Store, Brick Office, and a large number of Dwellings for workmen. Also, about forty thousand bushels of Stone Coal, and sixty thousand bushels of Charcoal.

The above Iron Works have been in successful operation for a number of years, and the reputation of the Iron fully established, with a capacity for making five or six thousand tons of superior Charcoal Iron yearly—more passed by any manufactory in the United States. The facilities for obtaining Pig Iron are superior to any establishment in the West, there being three charcoal furnaces within one to three miles of the Mill, capable of producing seven or eight thousand tons of Pig Iron yearly.

The facilities for obtaining cheap supplies of Corn, Pork and other articles are unsurpassed.

Shipments of Iron can be made to the mouth of the Cumberland River all seasons of the year.

TERMS OF SALE.

The Rolling Mill, Forge and Lands thereunto attached, all Tools, embracing Mill Forge and Blacksmith Tools and Weighing Scales, are to be sold on a credit of one, two, three and four years from date, with approved security, and lien retained until the purchase money is paid.

It is understood that the purchase of the mill, lands and fixtures is to take the wrought iron and cast iron scraps, stone coal, charcoal, farming tools, carpenter tools, corn, hay, mules, cattle, hogs, iron safe and fixtures in office, wagons, carts, medicines, etc., and pay cash at a fair valuation, two disinterested men to fix said valuation; in case they do not agree, to call in a third man.

The object of the sale is to close up said partnership agreeably to the articles of copartnership.

Capitalists wishing to invest in a profitable iron property will do well to examine the same, where competent men will be ready at all times to show the property and give particulars until day of sale.
HILLMAN BROTHERS.

WEEKLY NEWSPAPER and JOB OFFICE for SALE in OHIO.—This is a rare chance. For particulars, address A. J. PEABODY, Box No. 100 Tribune Office.

$100,000 WANTED—For the sale of an INTEREST in a MANUFACTURING BUSINESS under several patents, the sole property of the advertiser who is a practical mechanic.

Five Millions of Dollars profit has been realized during the last five years by one firm at the business, and these patents give an absolute monopoly for the United States.

A gentleman of unquestionable business qualifications (and a principal, no agents need apply), with the above amount of capital—but a part of which need immediately be invested—can obtain full particulars by addressing A. G., Tribune Office.

The most unexceptionable references will be given and required.

$25,000.—A party having extraordinary facilities in the China trade, where $50,000 can be advantageously used to large profits, desires a PARTNER, active or silent. None but principals with the means need apply. References exchanged. Address, appointing interview, BANKER, Box No. 101, Tribune Office.

Copartnership Notices.

WILLIAM D. BLACK and ELBERT B. MONROE were admitted as Partners in our Firm on the first day of March last.
BALL, BLACK & CO.
New-York, Aug. 9, 1865.

Wedding Cards, &c.

AT WM. EVERDELL'S SONS, No. 104 Fulton-st.—W