Mr. Smith, "the uniform springing of the plates to accommodate the changed shape would be interrupted by the stiffness caused by the lugs and rivets, and there would then necessarily be a concentrated strain immediately joining the edges of connecting sheets." It is very certain, therefore, that at this point the shell of the boiler was subjected to as much strain as any other portion, and it is equally apparent that it was least able to resist it. We have no doubt whatever but that it was at that point the explosion commenced. This theory is sustained by most of the testimony.

This opinion does not fully coincide with the opinion of either Mr. Copeland or Mr. Haswell, still we think that after a careful perusal of these gentlemen's testimony, there is nothing that seriously conflicts with it. They both agree as to the existence of this flaw or crack, and the depreciation of the strength of the boiler in consequence, and only disagree with Mr. Smith and others as to the initial point of the rupture or break. Mr. Copeland takes the ground that the rupture commenced on the top of the boiler, in the transverse seam, which had been previously weakened by a line of rivets imperfectly fitted, and following this line of rivets over and down the side of the boiler until it reached the longitudinal defect. Mr. Haswell takes somewhat the same view. We are forced to differ with these gentlemen, although we do it with great deference to their judgment; and while it is impossible for us to reconcile all the theories set forth, it is our decided opinion, founded on a careful review of the testimony, that *the defect spoken of was the primary cause of the explosion, and that the rupture started from that point.*

THE AMOUNT OF PRESSURE.

As to the pressure that caused the explosion there appears to be a great difference of opinion among the witnesses, some placing it at a very high point. As a general thing, however, among those having the most experience in these matters, the pressure is placed from 27 to 35 pounds. From a very careful review of the testimony on this point we are of the opinion that it could not have exceeded the maximum named. From the unanimous evidence that the boiler was well supplied with water at the time, and that the fires were not more than ordinary, we think the pressure did not extend more than three or four pounds above what was last seen by the engineer, who, in his testimony, stated that about one and a half minutes before the explosion the steam-gauge in the engine room indicated 27 pounds. Making due allowance for an estimate of time on such an occasion, with the evidence that the steam-gauge was in working order, and an abundance of water in the boiler, with but ordinary fires, the furnace doors being open, the explosion was produced, we think, by a pressure not much in excess of the engineer's statement. This is substantiated by the calculation made by Mr. Copeland on the area of the safety-valve and position of the bell on the lever, and also by the tests made by Messrs. Fletcher and Vanderbilt, who state that from the marks on the lever indicating the position of the weight while in use on the steamer, the valve blew off at 28 pounds pressure. Nevertheless, we are aware that an ordinary safety-valve, such as the one in use on this steamer, would not, under these circumstances, have effectually relieved the boiler unless assisted by the engineer, who was not present to attend to this duty.

WHO WERE RESPONSIBLE.

We come now to the responsibility of the disaster. This we would gladly pass, but as we cannot it is our desire to deal honestly with the question. What are the facts? The boiler was tested on the 12th of June last with a hydrostatic pressure of 34 pounds to the square inch, and the maximum working pressure allowed by the United States Inspector's certificate was 25 pounds to the square inch. This is admitted by all concerned. Was the certificate of the Inspector, and consequently the law, violated? The engineer states he frequently had 27 pounds of steam, and has had 29 pounds' pressure on this boiler, and the last time he saw the steam-gauge previous to the explosion it was 27 pounds. Robert Oliver, a steam-gauge maker, testified that he was a passenger on board the Westfield on Sunday, one week previous to the explosion, and on the trip from New-York to Staten Island, he, on looking into the engine-room, saw that the steam-gauge was 29 pounds, while, according to the testimony of James Braisted, the Superintendent of the ferry, the practice of carrying steam above the pressure allowed by the Inspector's certificate was not uncommon. Mr. Braisted said he frequently had to reprimand his engineers for carrying steam in excess of that allowed by law. The testimony on this point goes plainly to show that the engineers on this ferry had no more regard for the orders of the Superintendent than they had for the United States Inspector's certificate. This is clearly brought out in the testimony. We cannot of course say that this boiler would not have exploded during the time of one year from the date of the last inspection had the pressure been confined within the limits prescribed by the Inspector's certificate; but the inference is a legitimate one that it would not have exploded at the time it did; and it is fair to presume that it might have been used until the end of 12 months without accident.

"A DIRECT AND WILLFUL VIOLATION OF LAW."

We therefore emphatically declare that *there was a direct and willful violation of the law*, and this direful catastrophe is the result. Mr. Braisted, the Superintendent, by his own evidence, and also that of Mr. Vanderbilt, President of the Company, shows that the responsibility of employing all the hands, including engineers, in the employ of the Company, was brought upon by him. Although he testifies that he is not an engineer himself, yet the entire management was with him; and it is clear that, although holding this responsible position, he was not careful to enforce his own regulations. This want of discipline in his management is shown by the repeated violations of his orders in regard to carrying steam. The fact that the engineer of the Westfield, Henry Robinson, could not read the Inspector's certificate for himself fearfully increases the responsibility of Mr. Braisted in this case. It is not unjust, therefore, that the Superintendent should share with the engineer of his own training the responsibility of the explosion.

WHAT THE LAWS SHOULD REQUIRE.

In view of the above facts, we would suggest that no person be licensed for a position as engineer who cannot read and write; and, in order to secure a strict conformity to the requirements of the Inspector's certificate in reference to the amount of working pressure allowed, the responsibility, we think, should be thrown entirely on the engineer in charge; and the carrying of steam in excess of that allowed by law be sufficient cause for a revocation of his license. And on each vessel propelled in whole or in part by steam, carrying passengers, there should be some one individual held responsible as master, and not, as in the case of our various ferries, one name appearing as master of all the boats of the company. As regards the materials in the construction of marine boilers, we think ample provision has been made for the future in the Steamboat law approved February 28, 1871.

In closing this report, we feel it due ourselves to say that in prosecuting this investigation we have keenly felt the responsibility of our position, and have endeavored, to the best of our ability, to discharge the duty honored, to the best of our ability, to discharge the duty honorably, to the satisfaction of the public. It certainly has been laborious, and, from the circumstances, it could not have been otherwise. We have thought it necessary to review all the evidence, much of it being irrelevant, for this occasion was considered by many an excellent opportunity to ventilate some pet theory, or advertise an ingenious patent. The chaff had to be taken with the wheat, and can be separated without difficulty. We think, however, that we would do the public a great wrong should we neglect to speak of the valuable services rendered by some of the gentlemen who have submitted their testimony on this occasion. Much valuable information has been obtained by this investigation, such as could not have been secured under any other circumstances, and we feel personally indebted to those who have furnished it. We therefore, without making comparisons where so many have contributed with a desire to do good, would most earnestly and respectfully recommend that you will suggest to the Department the propriety of printing this testimony, that the information it contains may be made available in the future to the inspectors, and to all parties interested in the manufacture and management of steam-boilers.

With our earnest prayer to Almighty God that our country may be spared another visition of so sad and dreadful a calamity, we most respectfully close our report. We are very respectfully, your obedient servants,

L. H. BOOLE,
United States Local Inspector, New-York.
INCREASE S. HILL,
United States Local Inspector, Boston.

THE NEW LAW MUST BE ENFORCED.

WASHINGTON, Aug. 19.—The Secretary of the Treasury has issued a circular letter to Collectors of Customs and Inspectors of steam-vessels relative to the promulgation of the act of Congress relative to steam vessels, and the rules and regulations adopted by the Board of Supervising Inspectors, in which he says: "The Department takes occasion to enjoin upon Collectors and Inspectors the importance of requiring a prompt and strict compliance with all the provisions of the act of Congress, and rules and regulations now to be promulgated, upon the part of all concerned, said act and rules now being in full force and effect." Attention is also invited to section 59 of the act of July 28, 1871, requiring every steamer carrying passengers to be supplied with at least two copies of that act, and the necessity of early supplying such steamers therewith. The supervising Inspectors are directed to issue such instructions to their respective local Boards as they may deem necessary to insure a prompt enforcement of all the provisions of the new steamboat law, and the rules and regulations adopted in accordance therewith. A circular has also been issued to supervising and local Inspectors of steam-vessels, announcing that the Department is now supplying local Inspectors with bound copies of blank certificates for masters, mates, and engineers of inferior grades, and the proper instructions are given concerning the new series of licenses thereto.

THE COURTS.

ALLEGED BOND FORGERY—PROMINENT MEN IMPLICATED.

Commissioner Shields issued a warrant, on Saturday, for the arrest of a man operating as a stock broker, and holding the position of President of a well-known Fire Insurance Company in this city. The offense charged is forging a $10,000 Government bond. To further the ends of justice, the name of the alleged criminal is withheld for the present. It is rumored that a prominent official in the United States Sub-Treasury is implicated in the affair.

CIVIL NOTES.

Surrogate Veeder of Kings County admitted to probate, last week, the wills of Gertrude E. Amorman of East Orange, Essex Co., N. J.; Hannah Howell, James Sweeney, Peter Klein, Ann C. Allen, John Madden, James Walsh, Conrad Gerston, Ann Dunigan, Marc Chevieres, Richard R. Moore, Jane Aube, and Isaiah Abbot, all of Brooklyn. Letters of guardianship of the estate of John Bird, Jr., and Mary E. Bird were granted to John Bird; of Eunna Siebold to Barbara Siebold; of Harry M. Leverich to Margaret M. Leverich, all of Brooklyn.

In the United States Eastern District Court George A. Scofield has filed a libel against the owners of the schooner Nellie, to recover $12. The complaint sets forth that the Nellie is an enrolled vessel of over 100 tons burden, and was drawing more than 12 feet of water when he offered his services to take her through Hell Gate, on her way to Belfast, Me. The person in charge refused his services, and as the law provides that no vessel shall go through Hell Gate without a pilot, he claims to be entitled to the legal fee, $12, and is now seeking to recover it.

CRIMINAL.

James Butler of No. 22 West-st., charged with smuggling cigars into this port, was held, on Saturday, in $2,000 bail, by Commissioner Shields....H. C. Justice, charged with smuggling diamonds, was surrendered by his bondsman, on Saturday.

At the Tombs Police Court, Justice Dowling committed Mary Dantz yesterday for attempting to pick the pocket of an unknown woman in Washington Market....Margie Barrow, for striking Ellen Malbearn, a fellow tenant at No. 131 Baxter-st., on the head with a frying-pan....Wm. Baker, a driver lately employed by Claflin & Co. of Church-st., for collecting and appropriating various small sums belonging to his employers.

COURT CALENDARS—THIS DAY.

SUPREME COURT—CHAMBERS—SUTHERLAND, J.—Court opens at 10 a. m. Motion Calendar called at 12 m. The following are the preferred motions:

CLASS 1.
1..Sarony agt. Howland.

CLASS 2.
2..Williams agt. Rogers.
3..Hunt agt. Cahn.
4..Lewenthal agt. The Mayor, &c.
5..Swift agt. Lynes.
6..In re Will of De Forest.

CLASS 3.
7..Williamson agt. Rogers.
8..Greenwich Savings Bank agt. Miller.
9..Hathinger agt. McNally.
10..Pacific Fire Ins. Co. agt. Levy.
11..Metcalf agt. Eaton.
12..Rosenbaum agt. Kelly.

CLASS 4.
13..Thatcher agt. Jones.
14..Hathiger agt. McNally.
15..Howe Machine Co. agt. Buckingham.
16..Furniss agt. Mott.
17..Bronson agt. Townsend.
18..Swain agt. Gotthold.
19..Puentes agt. Fortune.

CLASS 5.
20..Godfrey agt. Tully.

CLASS 6.
21..Roberts agt. Garvy.
22..Kinkel agt. Peterson.
23..Lee agt. Cheesebore.

CLASS 7.
24..Briggs agt. Weeks.
25..Sherman agt. Finley.

A NEW POLICE AND HEALTH OFFICERS' LIFE INSURANCE ASSOCIATION.

The Superintendent, Inspectors, Surgeons, Captains, Sergeants, and Clerks of the Police Department and the clerks of the Health Department met at Police Headquarters on Saturday, Inspector Dilks presiding, and formed a new society to be known as the Police Mutual Benefit Association. The following officers were elected: President, Inspector George W. Dilks; Vice-President, George S. Hastings, Chief Clerk of the Health Department; Treasurer, George P. Gott, bookkeeper of the Police Department; Secretary, Vincent Clark, Police Clerk. It is proposed that each surviving member shall pay $5 to the heirs on the death of any member, and that this shall be the only expense borne by the members. The Association already has 210 members and it is believed the number will soon be increased to 250.

BIDS FOR THE CITY MARKETS.

The Commissioners of the Sinking Fund have received the following bids for a lease of city market property for 10 or 20 years:

For Centre Market—Thomas Mulligan offered an annual rent of $1,250; George Pieper, $2,100; S. E. Nolan, $6,025; Wm. Lalor, $7,000; A. R. Caldwell, $5,500; Charles H. Swan, $13,560; Henry Cortes, $15,550. For Union Market—C. H. Swan offered an annual rent of $500; James McLeod, $800. For Franklin Market—Philip Cassidy offered an annual rent of $500; James Brady, $3,200. For Tompkins Market—Hugh Kane offered an annual rent of $3,600. For Essex Market—Charles H. Swan offered for the whole period of 10 years a total rent of $7,100.

The proposals were referred to Messrs. Havemeyer, Ewen, and Phelps.

DEPARTURE OF FOREIGN MAILS.

MONDAY, AUG 21.

No Steamship Mails.

TUESDAY, AUGUST 22.

Mails for Europe via Plymouth, Hamburg, and Cherbourg, per steamship Allemannia, from foot of Third-st., Hoboken, close at the Post-Office at 1:30 a. m.

WEDNESDAY, AUGUST 23.

Mails for Europe, via Queenstown and Liverpool, per steamship Wyoming, close at 8:30 a. m. A Supplementary Mail, on Pier No. 46, N. R., is closed at 10:30 a. m.

[All letters deposited in Supplementary Mails must be prepaid with double postage.]

PASSENGERS SAILED.

FOR BREMEN—In steamship Main, Aug. 19.—Mr. and Mrs. A. Salizmann, Allan H. Dickson, Heinrich Pastor, Miss Mattie Dunham, Philip S. Lauber and family, Mrs. Annie Smith and son, W. R. Struve, Miss Mathilde Edelbach, Remington Vernam and family, Mrs. R. H. Vernam, Miss Mary Vernam, Mrs. Dr. Wagner, Aug. B. Loeb, Mr. and Mrs. F. W. Hilger, John P. Graef, Miss Sophie Graef, Rud. W. R. Baum, M. Heiss, Miss S. Dingelstiel, Mrs. Dr. Rettermann, Carl Graef, Mrs. Dr. Wm. C. Eastlake and children, C. H. Schaap, W. Meyer, Dr. George Bentz, Menno Ehlers, H. Von Borstel, August Sirche, Johann Link, Miss L. Link, Rud. Refuss, Mrs. Johanna Reese and children, Mrs. Sophie Woodward and children, John Deputron, Gustav Kühne, Ferdinand Cullmann, Johann Pfister and family, Miss Sumatane Heick, Miss Frangiska Delck, L. Visele, Hiram T. Gilbert, J. D. Mentzmat, Mr. and Mrs. F. Merke, Miss L. Albert Friedrich Beckhissinger, Mrs. M. Meyer, F. Westheimer, F. Oswald and family, Joseph Etty, John A. Michel, Johann Frese, Ferdinand Böhme, Carl Egener and family, Jan Ritter, Johann Ed. Hendicker, Mrs. Marie Rasche and child, Ernst Tiedemann, Paul Rolin and family, John Burkhart.

FOR LIVERPOOL—In steamship Oceanic, Aug. 19.—Gov. Musgrove and lady, Miss Musgrave, Col. A. P. Stanford and lady, Miss Mary E. Stanford, Master P. W. Stanford, Wm. Derby, Thos. Gaylord, Ernest Benoot, Eugene Schuyler, E. A. Merrill, J. F. Guild, A. D. Weld, John D. Parker, Sylvester Mowry, George S. Messer, Mrs. J. F. Cowan, Miss Edith Cowan, Mrs. Whymper, Master Charles Whymper, Master L. Whymper, Miss T. Whymper, John Kelly, Charles Woodrich, jr., Jose Carrascosa and lady, Miss Lavenas, Francisco Lavin, Miss C. L. Thomas, Miss M. A. Thomas, Miss G. T. Hyde, Miss A. Hyde, Miss Fanny H. Dearing, the Rev. Geo. E. Pigeon, Geo. H. Thomas, John Guillaume, Johann Pfister, J. L. Hesler, Chas. B. Yardley, Thos. H. Farnham, G. H. McMullen, J. R. Hood, E. N. Lawrence, W. S. S. Troubridge, D. H. Veech, W. C. Sharpless, S. Hamilton Cartwright, James Orgill, Sidney A. Schieffelin and lady, Sam. B. Clark, Miss M. T. Clark, Mrs. Dolores Alfonso de Rodericuas, Nicholas Rodericuas, Filomeno Rodericuas, Miss Francisca Rodericuas, Miss Juana Rodericuas, Master Jose Rodericuas, Master Ramon Rodericuas, Master Felipe Rodericuas, Master Mercel Rodericuas, Master Alfonso Rodericuas, L. W. Curtis and lady, Francis Spies, C. Barker, J. Wilson Patterson, Father Venut, W. L. Trenholm and son, Edward M. Wright, Miss Mary Corrigan, Mrs. S. S. Field, Mrs. James Boden, Mrs. N. Everett, John R. Ashton and lady, L. Schonberg, N. Brandt, Miss M. Schonberg, Albert C. Mayer, F. Weber and lady, Richard J. Hardy, E. C. Howard, Herbert R. Mackay, George Alsopp, Edward Holkens, Alois F. Lejeal, H. Slater, James E. Slater, James E. Hellier, Sam Rombont for Master Jas. Slater, Miss Harriet Goding, Mrs. George Rogers, Mrs. M. Stewart, Wm. Gray, Joseph Carmody, H. Slater, James E. Osborne, Jos. Hyde Sparks.

In steamship Australia.—Wm. Parker, Capt. Robert Wood, James McFarland, John M. Burnet, Thomas G. Locket, George W. Young, Robert Rea, John Littledall, F. C. Dawson, Rev. F. A. Gill, Jacob J. Rockett Rea, John Littledall, F. C. Dawson, Rev. F. A. Gill, Jacob J. McKenzie, James Cooper, James Merrielees, Jules Wiese, John G. White, Geo. H. Smith, Wm. Hunt, Mrs. S. A. Flather and 5 children, James Kirton and wife, James Kirton, jr., Miss Margaret Kirton and 3 children, Wm. Bettles and wife, J. B. Bettles, A. M. Cedin and wife, Miss E. Stephen, Miss Cochrane, Mrs. Gilbert and 4 children, James Haswell, Thos. Lowrey, Alex. Moore, R. King, John Harrison, John H. Brown, Charles H. Lathrop, jr., John Breslin, Henry Hosan, wife, and children, Thomas Boyd, Pietro Pelegrim, David Gordon and wife, Edmond Pendergrast, Joseph Moylan.

In steamship City of London—Miss Bertha Emanuel, Mrs. C. Graff, Mrs. Hyde, Mrs. E. Cheekwick and child; R. Reynolds, wife, and daughter; Auto Fortoss, 2 children, and servant; Mrs. Worsly, child, and servant; John Byrne, Wm. H. Walters, J. B. Fitzsimmons, Samuel Fitzsimmons, Mr. Douglass, Mr. Adams; Neil McHaffie, wife, and 2 children; Chas. T. Brown, E. W. Bryant, Chas. McCard, Mrs. E. Lightfoot and 2 children, Mrs. Mary Ann Burton, L. H. Newton and wife, Charles De Perondat and wife, D. D. Sheldon, Wm. Calerdine, Rev. S. A. Tipts, Capt. Schoolert, James Francis, J. J. McHenry, L. Pierson and wife, J. M. Hart, Alex. Gordon, Mr. Pierson and wife, S. Watkins, Mrs. Mgt. Derriew, Dr. Brandreth, Mrs. Wolfgwood.

In steamship Algeria.—Mrs. Miller and 2 daughters, E. J. Long, W. R. Tobler, J. R. Atkinson, D. Mitchell, Mrs. Caroline Hughes, Mme. Carlali, Philip Bass, G. Young, Mr. and Mrs. Joseph Sheldon, Mr. and Mrs. Geo. M. Adams, J. Beer, Geo. Townsend, H. W. Davidson, J. W. Swann, Dexter Curtis, the Rev. Henry Jensen, Merritt Lane, Mr. and Mrs. Wm. H. Larned, Joseph H. Larned, W. W. Simpson, Dr. Thos. R. Jennings, Dr. R. J. McKay, Geo. Newman, F. D. Shafie, S. N. Skowick, Mr. and Mrs. E. Brunel, Mr. Hodgson, Dr. and Mrs. S. S. Rawson, Miss Adams, Miss Dodge, D. C. Bell.

In steamship The Queen.—Mrs. Thomasson, Wm. H. Holsberg, Mr. Bigg, Mrs. Bigg, R. A. Raitsny, G. H. Marshland, Rev. Thomas O'Hara, Mr. Ludin, F. Marshall, J. P. O'Brien, Miss M. J. Davis, Master Davis, Mrs. H. Massett, A. Hassell, T. Moore, J. Jones, T. Sudlow, Miss Maggie Conlan.

FOR SAVANNAH.—In steamship San Salvador, Aug. 19.—J. T. Carr, W. Kronenthal, H. Friedlander, Mrs. Ada Tissa, Mrs. A. Sewell, C. V. Hillyer, John Corbo, E. Lavell, J. Dinker, E. Vleet, A. R. Waller, Miss C. Tuxe, Mrs. Geo. R. Levison, Major S. Alexrel, C. E. Burnett, A. Hewell, Mrs. Milne, R. Murray, Mrs. B. Ock, B. Oak.

In steamship Montgomery.—W. Lloyd, William Seeligberg, Mrs. S. Joel and child, Wm. Fowler, R. J. Lowden, Thos. Canavan, J. Lindermon, A. Friedman, S. W. Wing and lady, Chas. H. Slote, Miss C. T. Blecker.

PASSENGERS ARRIVED.

FROM GLASGOW—In steamship Britannia, Aug. 19.—The Rev. John Race, Antony Van Riper, E. Higginson, F. McDonald, John Fitzmorris, Miss A. M. Rutland, J. F. Webster, Geo. Birnie, Mrs. David Miller, Owen Clarke, Mrs. Otto Becker.

FROM LIVERPOOL—In steamship City of Brooklyn, Aug. 20.—Hon. M. Norton, Mr. J. W. Collier, A. Brave, Mrs. J. Brave, W. Greenwood, C. Holmes, J. Miller, J. Wallace, Lieutenant-Col. Parnell, J. Bell, Mrs. Burns, Miss Burns, H. Morford, J. Boyd, R. Johnson and lady, Master W. Johnson, Master H. Johnson, Master T. Johnson, H. R. Mulvany, Mrs. Stevenson, T. Hibbert, T. J. O'Keefe, H. J. Oliver and lady, Mrs. A. Oliver, Miss M. Oliver, Miss Kenrick, L. Willmores, Miss Fox, Mr. Bonary, J. Kirsily, Miss M. Molronde, Miss A. Paglini, Miss C. Alexandrova, Miss M. Graham, Mr. McCann, D. Wallace, T. Holmes, J. Wiring, H. W. Gallant, J. A. Sluck, J. B. Manning, J. Scott, T. H. Hinton, S. Burton, C. W. Hanson, W. Schultze, H. Rancke, Miss C. A. Michel, Miss Montague, W. H. Montague, G. J. Abbott, Miss A. Abbott, Miss J. Abbott, Mr. Hesch, W. Clark, Miss Clark, J. P. Sheldon, J. H. Scribner, Mr. Adams and lady, Mr. Mack and lady, Miss C. W. Boal, Miss M. Pallfield, S. B. Thomas, Mr. Adams, A. G. Gill, Mrs. A. G. Gill, Signor Cossell, lady and two children, Miss S. Howe, Miss E. Howe, Miss A. Frost, Mr. White, S. M. Stimson, W. Kenron, Mrs. S. Holmes, A. Hill, E. Johnson, A. C. Howard, C. E. Reed, A. Sequeyra, W. Scott and lady, Master R. Scott, Master W. Scott, I. Clay, W. Johnson, E. Hughes and lady, A. Rawlings, lady, four children, C. McArthur, A. Jameson, Mrs. Seaton, T. N. Newton, Miss M. Newton, C. Waring and lady, Mr. Michels, Master W. Michels, D. O'Leary, W. H. Adams, E. Marcy, Miss Marcy, J. O'Sullivan, T. S. Davis, W. Walker and lady, C. Semple, Mr. Norton and two children, Miss Ricketts, Miss Deane, Miss Wagen, Mr. O'Shaughnessy, L. H. Conklin, Miss Eliza Holmes, S. Anderson.

MINIATURE ALMANAC.

Sun rises.....	5:16	Sun sets.....	6:50
Moon rises.....	6:50	Moon sets.....	10:01

HIGH WATER THIS DAY—A. M.

Sandy Hook....	11:18	Gov's Island....	11:37
Hell Gate Ferry....	1:22		

HIGH WATER THIS DAY—P. M.

Sandy Hook....	11:43	Gov's Island....	11:60
Hell Gate Ferry....	1:46		

SHIPPING INTELLIGENCE.

PORT OF NEW-YORK.....August 19.

CLEARED.

Steamship Cortes, Whitman, New-Orleans, H. B. Cromwell & Co.
Steamship Dacian (Br.), Lard, Glasgow, Henderson Bros.
Steamship Geo. M. Upton, Roberts, Richmond, &c., Washington & Co.
Steamship John Gibson, Winters, Georgetown, D. C., Geo. H. Merrick.
Steamship F. W. Brune, Foster, Baltimore.
Steamship Alberia (Br.), Le Mesurier, Liverpool, Chas. G. Francklyn.
Steamship Fanita, Doane, Philadelphia, Lorillard Steamship Co.
Steamship Australia (Br.), Hedderwick, Liverpool and Glasgow, Henderson Bros.
Steamship Mississippi, Henry, New-Orleans, F. Baker & Co.
Steamship Mississippi, Marshman, Fernandina, H. R. Morgan & Co.
Steamship San Salvador, Dickerson, Savannah, W. R. Garrison.
Steamship Manhattan, Woodhull, Charleston, H. R. Morgan & Co.
Steamship Tuscany, Nichols, Philadelphia.
Steamship Monitor, Jones, Philadelphia.
Steamship Nereus, Searse, Boston, H. F. Dimock.
Ship Edward Herman, Brooks, New-Orleans, N. H. Brigham.
Ship Colone, King, Antwerp, Peabody, Willis & Co.
Ship Lance, Fennell, McAuley, Antwerp, Funch, Edye & Co.
Bark Wm. Van Name, Craig, Marseilles, James Henry.
Bark Galena, (Sp.), Gelpi, Palamos, (Spain), Lotsson & Co.
Bark Idaho, Richardson, Cienfuegos, Tucker & Lightbourne.
Bark Zodiac, (Br.), Evans, Gloucester, Eng., Geo. F. Bolling.
Bark Anes Webb, Lawrence, Cork or Falmouth, Carver & Barnes.
Bark Everhart Delius, (Ger.), Herboth, Bremen, Funch, Edye & Co.
Bark Johan Keohr, (Ger.), Rike, Bremen, Funch, Edye & Co.
Brig Pelias, (Ger.), Hilmer, Cork or Falmouth for orders, Funch, Edye & Co.
Brig La Creole, (Dutch), Spalekhaver, Curacoa, Duvale & Co.
Brig Daisy, (Br.), Raford, Truro, Eng., Bowrey & Archibald.
Brig Wolfville, (Br.), Holitzr, D. R. De Wolf & Co.
Schr. Dart, Johnson, Stamford.
Schr. Louis Murchison, Jones, Wilmington, N. C., E. S. Powell.
Schr. Sez Bird, Hogen, Richmond, Va., Van Brunt & Bro.
Schr. Ocean Wave, Zelliefe, Norfolk.
Schr. J. C. Rowers, Longstreet, Tom's River.
Schr. Ida Elie, Hawkins, Tuckerton, Jed Frye & Co.
Schr. G. A. Pierce, Poole, Salem.
Canalboat Runs, Van Buren, Oswego.

ARRIVED.

Steamship Britannia (Br.), McClellan, Glasgow Aug. 5, and Moville 6th, mdse. and pass.
Steamship Tillie, Deering, Galveston Aug. 9, and Key West 13th, with mdse. and pass. to C. H. Mallory & Co.
Steamship Georgia, Crowell, Charleston, Aug. 10, with mdse. and pass. to Henry R. Morgan & Co.
Steamship Franconia, Bragg, Portland, mdse. and pass., J. P. Ames.
Ship Edith, (of Yarmouth, N. S.), Hilton, Shickle June 24, with railroad iron to order, vessel to Snow & Burgess.
Bark Francis Borneff, (of Yarmouth, N. S.), Oliver, Androssan 60 days, iron to S. L. Merchant & Co., vessel to Bord & Hincken.
Bark Bertha, (N. G.) Schwartz, Newcastle, Eng., 65 days, mdse.
Bark Kate Crosby, (of Yarmouth, (N. S.), O'Brien, Cardiff 14 days, railroad iron.
Brig Solway Queen, (of Annan), Griffith, Inulque 104 days, with nitrate of soda.
Brig Crescent, Faulkner, of and 12 days from Windsor, N. S., with plaster.
Brig Arbela, (Br.), Dexter, Windsor, N. S., 12 days, plaster.
Brig Joseph Howe, (of Halifax) Wilson, Guantanamo 12 days, with sugar.
Brig Gipsey, (Dutch) Bernhaum, St. Croix 10 days, with sugar and molasses.
Brig Eastern Star, (of New-Haven), Foster, Demerara 20 days, with sugar.
Schr. Carleton, (of Nassau), Albury, Nassau 8 days, with pineapples.
Schr. Alice B. Gardner, (of Bucksport) Turner, St. John, N. B., 10 days, with lumber.

SCHOONERS—RIVER AND COASTWISE.

Maris, Pierson, Baltimore, Roanoke, Taunton.
Harriet Lewis, Providence, Sarah J. Guerney, Providence.
Chase, Rockland, G. M. Woolworth, Calais.
James Nelson, Taunton, L. A. Van Brunt, Port Jefferson.
Mary Sewell, Elizabethport, J. H. Youmans, Providence.
Crown Point, Philadelphia, Ontario, Providence.
Brandywine, Philadelphia, D. A. Berry, Providence.
Thos. Dean, Philadelphia, Calsieck, Providence.
Josephine Merest, New-Bedford, Ira Bliss, Providence.
Hudson, New-London, Frank Mervin, Providence.
J. J. Harris, Providence, Vandalia, Elizabethport.
Julia Ann, Providence, Rob Roy, Elizabethport.
Jas. Aldenlice, Providence, Flight, Elizabethport.
Adele Felicia, Providence, Florence, Elizabethport.
Vermilion, Providence, Cornelia, Fall River.
Union, Calais, Lima, Providence.
Jas. English, New-London, Quickstep, Philadelphia.
Ada Herbert, Gloucester, Gale, Providence.
A. M. C. Smith, George's Banks, Minquas, Providence.
Chas. Cooper, Middletown, Ct., Saratoga, Providence.
John Warren, Providence, Amelia, Providence.
Eli Townsend, Providence, M. Vassar, jr., New-Bedford.
C. L. Hulse, Providence, Robert Smith, New-Bedford.
Anthony Burton, Providence, Wm. Voorhis, Providence.
A. G. Lawson, Providence, Fairwind, New-Bedford.
Seneca, Sanwich, P. M. Wheaton, Providence.
Bunger, Providence, Mary Ann, New-Haven.
White Rock, Norwalk, J. H. Tripp, New-Haven.
Jas. Rogers, Portland, Ct., Laura Robinson, Providence.
Sarah Jane, New-Haven, Spray, Providence.
Peiter Ritter, Portland, Ct., Forest, New-Haven.
Hunter, Dighton, W. D. B. Fleming, Providence.
Bay State, Providence, Ney, Fall River.
J. & M. Merriman, Hartford, Delaware, Providence.
Josephine, Brookhaven, Maria A. Pratt, Portland, Ct.
Ira Lafrinier, Boston, Benny Boat, Boston.
Maria Lunt, Warren, R. I., Monitor, Stonington.
Hiram Tucker, Providence, Iris, Norwich.
Lizzie Seull, Virginia, Bell R. Hull, Virginia.
J. S. Gilmore, Virginia, D. E. Miller, Virginia.
Wm. H. Rutan, Virginia, Richard Low, Boston.
E. S. Brown, Norwich, E. C. Thompson, Taunton.

SAILED.

Steamships—Marie, for Bremen; Australia, for Glasgow; Algeria, Oceanic, Samaria, and City of London, for Liverpool; Clyde, for Galveston; Cortes and Mississippi, for New-Orleans; The Queen, for Liverpool; Moravia, for Fernandina; Fox, San Salvador and Montgomery, for Savannah; Manhattan, for Charleston; Wyanoke, for Richmond.

ARRIVED.....Sunday, Aug 20.

Steamship City of Brooklyn (Br.), Brooks, Liverpool Aug 10, and Queenstown 11th, with mdse. and pass.
Steamship Benefactor, Jones, Wilmington, N. C., with naval stores, &c., to Lorillard Steamship Co.
Steamship E. C. Knight, Johnson, Georgetown, D. C., with mdse. to Geo. B. Merrick.
U. S. storeship Relief, Commander Perkins, Plymouth, Eng., 42 days. Made a southern passage and had fine weather throughout.
Bark Abby Craig (of Ayr), Shank, Cardiff, 50 days, with railway iron to order, vessel to Henry & Parker. Took the Southern passage and had fine weather with light westerly winds. Aug. 10, on George's Banks, spoke fishing schr. Kit Carson (of Provincetown), fishing.
Bark Eolus (N. G.), Binding, Antwerp, 60 days, with mdse. to Funch, Edye & Co. Took the northerly passage, and had strong westerly winds to the Banks; passed Virgin Rock July 31, since had light winds and calms.
Bark Amicus (of London), Remon, Alepoy, May 18, with mdse. to Brown Bros. & Co. Passed the Cape of Good Hope June 25, St. Helena July 4, Ascension July 9, and crossed the equator July 13, in lon. 21 53. Had light winds with fine weather throughout the passage. June 7, lat. 26 04 N. lon., 52 33 E., spoke bark Jas. Scott (of London), from Batavia for Rotterdam, 26 days out; July 4, off St. Helena, bark Favorite (Br.), Cochin, for London; 21st, lat. 12 19 N., lon. 31 04 W., ship Conscine (Br.), Auckland, for London, with troops, 60 days out.

SCHOONERS—RIVER AND COASTWISE.

J. M. Fitzpatrick, Philadelphia, J. Murdock, Philadelphia.
Archer Reeves, Philadelphia, Jacob Kensel, Philadelphia.
F. H. Jones, Philadelphia, Jas. Bradley, Philadelphia.
L. M. Lovell, Philadelphia, Willow Hemp, Philadelphia.
J. B. Vanhusen, Philadelphia, Davidson, Elizabethport.
M. R. Carlisle, Elizabethport, Mary Johnson, Elizabethport.
L. S. Hatch, Elizabethport, Wilte Wing, Rondout.
Expedite, Elizabethport, Orlando Smith, Rondout.
Sarah A. Reed, Elizabethport, Louisa Francis, Rondout.
Orion, Elizabethport, Clara, Georgetown, D. C.
Emily, Elizabethport, M. B. Turner, Virginia.
Francis Murray, Elizabethport, Adalina, Virginia.
P. S. Hall, Elizabethport, Harry Landell, Virginia.

DOMESTIC PORTS.

BOSTON, Aug. 19.—Arrived—Steamers Trent, from Liverpool; Panther, from Philadelphia; barks Hertha, from Stockholm; Seraphina, from Demerara; brigs, T. Pulledo, from Havana; Dolopes, from Monsanilla.

BOSTON, Aug. 20.—Arrived, barks Rebecca Crowell, from Pensacola, and Cuzco, from Gottenburg; brigs Nellie Clifford, from Baltimore, and William Mason, from Elizabethport. Spoken, July 22, off Western Islands, bark Harvest Moon, for New-York; August 13, in lat. 42, lon. 56 10, bark Highland Mary, from London for Boston.

FORTRESS MONROE, Va., Aug. 19.—Arrived—Brig Limes, from Rio, for orders. The pilot-boat Coquette reports passed in for Baltimore bark Meta, from Providence; ship Helene, from Bremen; brig Mary Rice, from Rio.

VINEYARD HAVEN, Aug. 19.—Arrived, brigs Clara M. Goodrich, Port Johnson, for Portland; Ernestine, Philadelphia, for Portland; schrs. Adrianna, Hoboken, for Boston; C. P. Gerish, Alexandria, for Boston; Gipsey, Providence, for St. John; Ada S. Allan, Elizabethport, for East Weymouth; Fred Smith and H. Curtis, Baltimore, for Boston; Wm. Voorhis, Providence, for New-York; Ceres, Dover, for New-York; D. L. Sturgus, Annisquam, for New-York; General Washington, Rockland, for New-York; Mansfield, Rockland, for Providence; Exchange, Bath, for Providence; Boston, Calais, for Bridgeport; Judge Tenney, Bangor, for Bridgeport; M. E. Pearson, Bangor, for Newport; Sarah Bruce, Calais, for Boston.

NEW-LONDON—Arrived, schrs. L. W. Wheeler, Cuacoa, for Boston; William C. Bell and Wave Crest, Philadelphia, for do.; George W. Whistler, jr., Port Johnson, for do.; S. B. Hume, Providence, for Lisgar; R. F. Chase, Port Johnson, for Lynn; Ambassador, Bangor, for New-York; New Globe, do., for Newport; Savoy, Calais, for Pawtucket; Frolic from Boston; M. M. Pole, Charleston, for Boston; Deborah Jones and Kate Mitchell, Hoboken, for Augusta; Herald, New-Haven, for Winterport; William Boardman, Hollowell, for Jersey City. Sailed, schr. William Boardman. Passed by brig Susie J. Street, Philadelphia for Boston.

VINEYARD HAVEN, Mass., Aug. 20.—Arrived, brigs Walter Rewes, from Philadelphia for Bangor; J. W. Drinke