COCK FIGHTING.

New York vs. New Jersey—Main of Five for Two Hundred and Fifty Dollars and Fifty Dollars Each Battle—New York Victorious.

Flanders was at one time called the "cockpit" of Europe, as within its precincts the English, French and Germans fought their plucky birds in many a battle. The cockpit in which New York and New Jersey send their fowls of aristocratic breeding "to do battle" it is wholly superfluous to mention.

The season again approaches for contests of this character, and the buildings which last winter reverberated with the ring of the martial crow of a thousand eager cocks will soon know them again, and with exultant shouts can the handlers exclaim that no longer does the learned Roger Ascham's couplet—

> The mains are fought and past
> And the pit is empty now—

have application, as the prospective fighting of the winter has begun under excellent auspices. Last night the first main came off, being between New York and New Jersey, in which the former achieved a handsome victory. They have long desired to get the belt in their hand, and if the Jerseymen, and even the Long Islanders, are not careful they will succeed. The main was made between gentlemen known throughout the Union in this sport, and the agreement was to show thirteen birds—seven cocks and six stags—from five pounds to four, and fight all that fell in for fifty dollars a battle and $250 the main. Nine couples fell in, and some very good fighting was the result. Those from New Jersey were of the Van Vorst breed, with a cross of the "Sharon factory" and Irish strains, while those of the New York side were mostly Irish lewis.

THE FIGHTING.

First Fight.—The games began with the light weight cocks, two four pounders, and New York was the favorite for the first battle. The New Jersey cock was a pine, while its opponent showed a brass back. They worked very earnestly. The New York representative got the best of the fighting at the first buckle, and although badly cut did not stop the fighting until he killed Jersey in six minutes.

Second Fight.—The heavy weight cocks, five pounds.—New Jersey had a black red; New York was a handsome pyle. Ten to eight on the latter, and before the contest was over ten to four was offered with but few takers. The Jersey fowl was not in condition. He had his throat cut and breast hacked fearfully at the send-off and was killed by a blow on the back of the head. Time, two minutes.

Third Fight.—New York greatly the favorite for both the battle and the main. They showed a ginger white New Jersey, presented a blue pyle; weights, four pounds twelve ounces. They fought a game battle, but the condition of Jersey told against him. He was killed in five and a half minutes.

Fourth Fight.—Ten to four on New York. Each showed birds weighing four pounds five ounces—New Jersey a black red and New York another ginger. The former was low headed and worked poorly. New York did most of the fighting and was a decent cutter. Jersey fell "groggy" and died in fourteen minutes.

Fifth Fight.—New Jersey felt dejected. The stags were now brought on, the five pounders first. New York sent in a robin breast pyle, New Jersey being a black red. Upon this they bet heavily, evidently thinking him a game cock, which proved to be the case; yet when the fight was over a noted prominent sporting man made charges that the New York bird had been "fixed" before he entered the pit. As it was he fought but very little, Jersey whipping him badly from the first buckle and killing him in eight minutes. First victory for Jersey, and much noise in consequence.

Sixth Fight.—Ten to eight still on New York. Weights, four pounds eight ounces. New Jersey showed a black red, as also did their opponents. The fighting was good, but the Jersey bird was the fastest and truest hitter, winning in two minutes.

Seventh Fight.—Considerable excitement, the battles being four to two, and but one more to decide the main in favor of New York. They sent in a black red, brother of the black red in the last fight, while New Jersey showed a brass back. It was hard, desperate fighting when New Jersey, with throat and breast shockingly cut, gave in. Time, three minutes.

This giving New York five battles decided the main in their favor, and as the cocks in the neighboring fields proclaimed morning the greater portion of the audience left, feeling that the two lost fights were also in favor of New York.

GENERAL NOTES.

Charles Senter and Joseph Kongoesy, alias Kenyon, are to be tried for murder in Chicago.

During the year 1868 Pennsylvania paid $2,414,816 of her State debt. This looks encouraging.

William Vie has been indicted for murder in Chicago. Cause of the crime, too much *eau de vie*.

A Western paper terms New York the "Paradise of Thieves." The editor has never been in Washington.

"Mr. Ichabod A. Horn, of New Hampshire," is anxiously inquired for by a disconsolate widow in New Hampshire.

St. Louis papers are boasting of the supply of game in their city—the principal kind is known as the confidence game.

A fellow named Leslie is circulating through Kentucky looking up lost heiresses. A young lady had quite a chase during a windy day in Prospect Park, Brooklyn, lately, after a bunch of lost hairs!

It seems there was even a "ring" in the case of the Indiana lynchers. The leader of the hanging party wore a flashing diamond ring, which was observed by a number of the inmates of the jail, and, it is thought, may cost the wearer trouble.

A new style of Ku Kluxes are at work in Virginia. They are called "Underwood's pets," and rob and murder pretty much as they please. A German dairyman named Shurman, and his wife, living on the outskirts of Richmond, were among their recent victims.

The anti-nigger Washington lobby has become remarkably quiet since Menard, the colored applicant from Louisiana, has received his credentials as an accredited member of the House. His vote may be very important in deciding closely contested job projects.

An exchange wants to know why it is that while F. B. Washburne's name is spelt with a final "e" the half score of other Washburns in public life spell theirs without the "e"? It is somewhat singular, but probably an error, for all the Washburnes are accustomed to taking their "e's."

An exchange quotes a contemporary that New York is ruled by Oakey Hall, Tammany Hall and alcohol, but forgets to add "Hall thieves." These latter pests of the city are having a free run among the halls and entries of private residences. Winter overcoats seem to be their weakness just now.

The Chicago *Tribune* remarks that the "reason why Mr. Sumner ought to be appointed Premier, in the view of the *Independent*, is because he is so familiar with the negro question. We submit that what is wanted at this juncture in a Premier is familiarity with the woman question." The inference is that Mr. Sumner is ignorant on that question.

The town of Marietta, Ga., is to take a vote of property owners, male and female, upon the proposition to have an act passed by the next Legislature authorizing the levying of an extra tax, sufficient to raise the sum of $4,000, to purchase a suitable house and lot for a female college. The women will no doubt be unanimous on that question.

In the Clem murder case in Indianapolis a witness for the defence swore that he saw Mrs. Clem at the Post Office in that city at the time of the alleged homicide, tread upon her dress and apologized to her as she turned to pass him to the left. It subsequently appeared that the witness was blind in the left eye, a point that was seized upon by the prosecution.

Hon. E. B. Washburne has written a private letter—strange how often these private letters obtain publicity!—declaring that he has no aspirations for, nor expectations of being offered a place in General Grant's Cabinet. Mr. Washburne has probably learned by this time that the best mode of getting a place in general Grant's confidence, as well as Cabinet, is to make it appear that he has not the one and does not expect the other.

Strange as it may appear, the first man to nominate General Grant for the Presidency was a woman. It was the nurse who attended him in his earliest infancy. Here is her exact prediction:—"Hotty totty! little, b'essed baby! Dancy! Dancy! Diddledum! Sweetest, biggest, brightest baby in the blessed land! Dancy! Dancy! Sweety bate, Kissy nursy, Toss his booty eyes! Dancy! Dancy! He'll be—(baby begins to whine)—Yes, the 'little darlin', b'essed baby! He'll be boo-hoo! ya-ha-ow! he'll be President of the United States when he gets big! (boo-hoo-he! Wha-how? Ma! ma! Pa! pa!) Then the rocking began. General Grant, therefore, was nominated for President from his cradle. Other claimants may stand aside.

A RUNAWAY RAILROAD TRAIN.

Four Passenger Cars and Two Baggage Trucks Run Seven Miles Without an Engine.

[From the Cleveland Herald, Dec. 17.]

A very singular and fortunately a no-accident occurrence took place on the Lake Shore Railroad a day or two since. The engine of the morning express train, drawing two passenger coaches and two baggage cars, jumped the track completely, the tender following. Every one of the railroad employes available was set at work by the conductor to set matters right. In order to facilitate matters the tender was uncoupled from the baggage car, and, as the train stood on a heavy grade, a couple of brakes were set to keep the cars from moving off. It appears, however, that the brakes were insufficient to hold the train and it started off before any of the employes could stop it. Away it went, down the grade towards Cleveland, at a speed rapidly increasing every moment. The passengers inside knew nothing of the circumstances, and supposed that the conductor was making up for lost time, and nodded and slept on peacefully and quietly. Seven miles the fugitive train sped on its way until it finally brought up on an up grade, and the passengers looked out, supposing they were at a station. The consternation of the conductor and other railroad men at the freaks of their train can well be imagined. Every one supposed that the cars would jump the track and a general smash up, attended with loss of life, be the result. Work upon the disabled engine was taken up with renewed energy, and in a few moments after it was replaced on the track and away it sped for its train. It finally overtook the runaways, which were standing quietly as if waiting for their moving power. When the passengers became apprised of the danger they had just passed through, many of their faces blanched, and they contemplated their seven miles ride with feelings akin to terror.

POLITICAL MORALITY.

Political morality, a virtue which has long ceased to be fashionable, formed the subject of a very entertaining lecture delivered at the Cooper Institute last evening by Mr. George W. Curtis.

About a century ago there flourished a nabob of Oude, who, desirous of annexing a neighboring province and having no soldiers to do it with, hired a British contingent of Warren Hastings for £400,000. After considerable bloodshed the coveted province was annexed. For his share in this iniquitous transaction in real estate Warren Hastings was impeached for high treason. His peers acquitted him, the East India Company pensioned him, the learned bodies gave him degrees, &c.; he was made a member of the King's Privy Council, and at the mature age of eighty-two Warren Hastings died in peace and was buried in Westminster Abbey with full honors. Lord Macauley defended Hastings on the ground that his crimes were not committed with selfish views, but for the glory of England. Is there, then, a different moral code for the crimes of nations and the crimes of individuals? No. As politicians or statesmen we have no right to do things at which we should blush as men. Was it right for the United States to force Texas from Mexico? Some years ago one of our fellow citizens plotted to steal Cuba, and he was elected to the Presidency. Buchanan did not misjudge America any more than Hastings misjudged England. Both were rewarded for their political immorality. Burke, pleading the cause of the colonies, said, "It is not what a lawyer tells me I must do, but what my conscience tells me I ought to do." Having given numerous instances of the political immorality of England the lecturer broke off with "that there, you all know, what a hardened old sinner she is, and suppose we take a peep at that sweet young saint America." The picture Mr. Curtis drew of America was frightfully in the extreme; there was nothing sweet or saintly about it. It was young in years, out as old in political immorality as the mother country. Political morality is essential to national prosperity, for national sins are punished by national calamities. Having held up Judas Iscariot, Captain Kidd, Mr. Richard Turpin and other notorious democrats as frightful examples Mr. Curtis announced himself as a stanch republican, and in conclusion more than insinuated that if any particle of political morality yet lingered within the boundaries of this great and glorious republic he knew where the inestimable treasure was to be found.

Beside the parties at whose special request the lecture was repeated not more than a hundred persons were present—a fact which goes far to prove that "political morality" wont pay.

REAL ESTATE MATTERS.

Nothing going on at the Exchange yesterday, and very little business being done in the brokers' offices made the day particularly dull. Next week, however, will more than make amends for this dulness, as the principal brokers and auctioneers all say they have business enough to care for during the week to keep them from starving. Poor fellows!

Real Estate Notes.

There is already much speculation as to the prices which will be realized on the lots of the Morris estate at the sale on Tuesday next.

Philadelphia is $8,500,000 better off in real estate than last year.

Some interested parties have been measuring the growth of Chicago during the past year, and finds that thirty-four miles of buildings have been erected at a cost of $25,000,000 and twenty-five churches costing $2,000,000.

Real estate in the neighborhood of Cologne, France, has lately been quite active—several shocks of earthquake have been felt there.

The building No. 309 Broad street, Newark, N. J., has been sold to Elihu Day for $35,000.

A lot on Brunswick street, Newark, 25x75, has been sold for $6,500.

A portion of the Granby tract, adjoining Fort Saratoga, north of Washington city, and containing about forty acres, has been sold for $6,000.

Several extensive sugar plantations in the neighborhood of New Orleans are in the market. One of these contains 2,600 acres of land, 1,000 of which had been in cultivation in cane and corn prior to the war. The balance is in woodland.

The fine estate of F. W. Scott, in Caroline county, Va., lying near the R. F. and P. Railroad, containing between 1,400 and 1,500 acres and on which there are excellent improvements, was "knocked down" a few days ago at a trust sale for two dollars per acre. The improvements themselves are worth twice what the whole estate sold for.

A plot of ten acres on the northeast quarter of section twenty of the town of Greenfield, Wis., sold recently for $1,800.

A plot of fifteen acres in the Fourth ward (on Spring street), Milwaukee, sold for $15,000.

During the past week eleven records of transfers of property in and near Milwaukee have been recorded. The total amount of the transfers is about $50,000.

Official Transfers of Real Estate Yesterday.

TRANSFERS IN NEW YORK CITY.

Norfolk st, w s, 150 ft s of Stanton st, 25x100 ..... $8,500
Norfolk st, w s, 150 ft s of Stanton st, 25x100 (1-10th part) 850
Rivington st, n w cor Forsyth st, 50.1x100.5 45,000
11th st, n s, 100 ft w of 1st av, 18.2x63.3x72.6x96.10x35 11,750
12th st, n cor Greenwich av, 62.4x19.2x57.11x20 12,000
12th st, s s, 92.9 ft w of 1st av, 19.7x88.4 9,750
21st st, No 250 W 18,000
46th st, s s, 175 ft e of 9th av, 25x98.9 6,100
48th st, n s, 100 ft w of 5th av, 21x100.5 9,000
49th st, s s, 175 ft e of 5th av, 25x100.5 12,000
76th st, n s, 450 ft w of 11th av, 22x184.10x225.3x125.6 9,500
88th st, n s, 225 ft e of av A, 32.3x138.1 6,500
105th st, s s, 165 ft w of 4th av, 25x200.10 4,000
115th st, s s, lot No. 68, Melledolor estate, and dated 1860 300
125th st, s s, 376.5 ft e of 2d av, 18.9x60.11 15,700
134th st, n e corner 5th av, 100x100.10 44,000
136th st, s s, 425 ft w of 10th av, 75x200 15,000
Av D, n e corner 8th st, 25x90.10 8,000
Madison av, s e corner 79th st, 26x80 25,000
10th av, n w corner of 160th st, 25x100 3,500

LEASES RECORDED IN NEW YORK.

Broome st, No 412, 3 yrs, per yr 7,500
Houston st, No 352, 3 yrs, per yr 1,500
Mott st, No 164, 3 yrs, per yr 1,400
Wooster st, Nos 86 and 88, 3 yrs, per yr 3,000
48th st, n s, 425 ft w of 5th av, 25x100.5, 21 yrs, per yr 350
48th st, s s, 224 ft w of 5th av, 24x100.5, 21 yrs, per yr 352
48th st, s s, 299 ft w of 5th av, 24x100.5, 21 yrs, per yr 359
47th st, n s, bet North and East rivers, 3 yrs, per yr 1,000
60th st, n s, 348 ft w of 10th av, 22x76, 5 yrs, per yr 75
5th av, e s, 75.11 ft s of 22d st, 55.6x19.5x60.10x27.7x60.3, 10 yrs: 1st 5 yrs $820,000; 2d 5 yrs 25,000

TRANSFERS IN KINGS COUNTY—BROOKLYN.

Bergen st, n s, 325.5 ft w of Flatbush av, 25x72x25x64 1,600
C st, s s, 100 ft e of Union av, 25x100 700
Congress st, n s, 152.6 ft e of Clinton st, 12.6x100 7,000
Dean st, n s, 80 ft w of Grand av, 20x89 700
Devoe st, s s, 180 ft e of Graham av, 20x100 3,000
Hancock st, s s, 100 ft w of Howard av, 27x100 8,125
Hancock st, s s, 130 ft w of Howard av, 27x100 9,000
Hancock st, s s, 75 ft e of Ralph av, 17x100 2,000
Hancock st, s s, 275 ft e of Patchen av, 150x100 2,650
Hancock st, s s, 75 ft e of Ralph av, 87.6x100 2,500
Hancock st, s s, 162.6 ft e of Ralph av, 43.9x100 1,200
Pacific st, n s, 215 ft e of Clinton st, 25x100 12,000
President st, s s, 267.6 ft w of 7th av, 200x200 32,000
Quincy st and Gates av, s w corner, 87x100 3,700
Skillman st and Willoughby av, s e corner, 16x50 3,300
Skillman st, s s, 327.6 ft e of Willoughby av, 18.9x100 6,000
Stockton st, n s, 300 ft w of Yates av, 25x100 2,000
Walton st, s s, 200 ft e of Harrison av, 25x80 1,000
Warren st, n s, 241.2 ft w of 5th av, 60x100 4,500
Willoughby st, n s, 160 ft w of Hudson av, 41.4x76.8x4.6x 78x30 8,250
Wilson st, n s, 530 ft w of Bedford av, 20x100 10,000
Wilson st, n s, 730 ft w of Bedford av, 20x100 10,125
2d place, s s, 212.6 ft w of Court st, 22.6x132.5 20,000
North 9th and 1st sts, n e corner, 100x100 5,500
12th st and 4th av, s w corner, 25x97.10 1,700
19th st, n s, 210.10 ft w of 7th av, 24.9x110.3x113.3x104.4 3,025
Carlton av, e s, 100.11 ft s of Fulton av, 19.6x100 6,500
Central av and Conselyea st, s w corner, 50x66.4x50x55.5 2,650
Classon av, e s, 85.8 ft n of Madison st, 19x81.5x99.11x55.2x117.10 3,000
De Kalb and Franklin avs, n e corner, 80x80 6,000
Graham av, e s, 275.6 ft s of Flushing av, 25x75 1,000
Graham av, e s, 100 ft n of Johnson st, 25x104x95x100 7,100
Withe av and River st, n e corner, 50x100 3,500
Tompkins av, w s, 44 ft s of Floyd st, 44x90 2,200
Lots 10, 11, 43, 44, block 15, C McDaniel's map 2,500
Lots 14, 15, 22, 23, 34, 35, 47, 48, block 13, same map 5,400
Lot 17, block 15, map of S. P. East New York 300
Lot 609 Wm P. Powers' map 1,700
Lot 7,719, assessment map of Williamsburg 3,450

LEASE RECORDED IN BROOKLYN.

Grand and Ewen sts, n w cor, store, &c, 3 yrs, per yr 1,300

TRANSFERS IN QUEENS COUNTY—NEWTOWN.

North Hempstead road and Mill creek, n w cor, 36 acres 15,000

MASPETH.

Lots 109 to 116 and 153 to 160, on Clinton, Hull and Clermont avs, each 25x100 6,000

TRANSFERS IN RICHMOND COUNTY, N. J.—NEWARK.

Brick st, E S Marsh property, 31x250 3,000
Bronewick st, s s, D E Smyth property, 27x112 775
Bruce st, cor of Warren, 25x94 1,100
Richards st, e s, 127 ft n of Bowery st, 50x125 1,500
Schalk st, e s, 126 ft n of Bowery st, 50x100 1,500

BLOOMFIELD.

Road to Orange, Zenas Baldwin's estate, 4½ acres 5,000

MONTCLAIR.

Valley road, A Weismann's property, 16 6-10 acres 25,000

TRANSFERS IN HUDSON COUNTY, N. J.—JERSEY CITY.

Railroad av, s s, 274 ft w of Merseles st, 25x150 1,200

WEST HOBOKEN.

Clinton st, e s, 21 ft s of lot 37, West Hoboken Land Association, 21x100 500
Clinton st, e s, adj lot 37, West Hoboken Land Association, 21x100 500

HUDSON CITY.

Palisade av, e s, 75 ft s of J R Coles' line, 125x328 5,000
Warren and Hancock sts, s w corner, 50x100 2,800
Zabriskie av, n s, lot 4, plot 7, blk 9, Bramhall map, 25x100 600
Lots 35 to 41, blk 2, inclusive; Lots 35 to 44, blk 3, inclusive; Map Chelsea, each 25x100 1,000

BERGEN.

Mill road, w s, adjoining Julia Brewster's, 207.6x24.9x—1,600

UNION.

2d st, e s, lots 6 and 7, blk 5, Gardner's estate, 50x100 200

BAYONNE.

Av D, adjoining Louisa D Cook's, 4 41-100 acres 22,050

THE CENSUS FOR 1867.—The following is the result of the census of the United States taken during 1867 by the Bureau of Statistics through the agency of the revenue officers, and just published:—

Six New England States—Whites, 3,480,297; colored, 30,701. Total, 3,111,998.

Five Middle States—White, 9,072,647; colored, 352,469. Total, 9,425,116.

Thirteen Southern States—Whites, 6,764,928; colored, 3,884,352. Total, 10,649,460.

Thirteen Western and Pacific States—Whites, 12,350,081; colored, 311,493. Total, 12,667,574.

Nine Territories—Whites, 435,774; colored, 54,176. Total, 489,950.

Total number of people in the United States in 1867—Whites, 32,109,829; colored, 4,403,371. Total, 36,743,198. Total in 1865—Whites, 26,975,575; colored, 4,469,505. Total, 31,445,080.

THE WEEKLY HERALD

The Cheapest and Best Newspaper in the Country.

The WEEKLY HERALD of the present week, now ready, contains the very latest European news by the Cable up to the hour of publication; also Telegraphic Despatches from China, India, Cuba, and other points. It will also contain additional particulars of the terrible Ohio River Calamity; "Reminiscences of Fort Lafayette;" an account of the "Wholesale Lynching Affair in Indiana;" Description of Hon. John Menard, colored Congressman elect from Louisiana; Report of a Conversation between a HERALD Reporter and Hon. Ben Wade; "Grand Convention of Soldiers of the West—Speech of Major General Sherman;" "Another Indiana Sensation"—A woman shoots dead a man for making improper proposals to her; the Current News of the Week; the Fashions; Amusements; Varieties; Foreign Intelligence; Industrial Items; Facetiæ; Scientific, Sporting and Religious Intelligence; Washington News; Editorial articles on the prominent topics of the day; Our Agricultural Budget; Reviews of the Cattle, Horse, Dry Goods and Boot and Shoe Markets; Financial and Commercial Intelligence, and accounts of all the important and interesting events of the week.

TERMS:—Single subscriptions, $2; Three copies, $5; Five copies, $8; Ten copies, $15; single copies, five cents each. A limited number of advertisements inserted in the WEEKLY HERALD.

HIDDEN HOARD.—It is stated that Frank Reno alone knew of the place where was deposited $90,000, the proceeds of one of his many robberies. His sister visited him some days before he was murdered and tried to induce him to tell where this hoard was concealed; but he refused, telling her that if he could not live to enjoy it no one else should. The secret died with him.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises ..... 7 20 | Moon sets... morn 10 05
Sun sets ..... 4 34 | High water . morn — —

Weather Along the Coast.

DECEMBER 18—9 A. M.

Port.	Wind.	Weather.	Thermometer.
Halifax	N	Cloudy	35 above
Portland	W	Cloudy	37 above
Boston	NW	Cloudy	40 above
New York	NNW	Clear	40 above
Philadelphia	NW	Clear	41 above
Wilmington	NW	Clear	42 above
Fortress Monroe	SW	Clear	48 above
Richmond	W	Clear	28 above
Mobile	NE	Clear	48 above
New Orleans	SW	Foggy	50 above
Key West	NE	Cloudy	66 above
Havana	—	Cloudy	74 above

PORT OF NEW YORK, DECEMBER 18, 1868.

Herald Packages.

Captains and Pursers of Vessels arriving at this port will please deliver all packages intended for the HERALD to our regularly authorized agents who are attached to our Steam Yacht fleet. The New York Associated Press do not now collect marine reports nor attend to the delivery of packages, as will be seen by the following extract from the proceedings of the regular monthly meeting held March 3, 1868:—

Resolved, That on and after April 1, 1868, the Associated Press will discontinue the collection of ship news in the harbor of New York. Passed unanimously.

☞ The office of the Herald steam yachts JAMES and JEANNETTE is at Whitehall slip. All communications from owners and consignees to the masters of inward bound vessels will be forwarded free of charge.

CLEARED.

Steamship Britannia (Br), Donaldson Glasgow—Henderson Bros.
Ship Cremorne, Gates, San Francisco—Sutton & Co.
Ship Trimountain, Williams, Liverpool—C Gurow.
Ship Merchantman (Br), Murrillyan, London—E E Morgan & Sons.
Bark Jeannie (Br), Cromwell, Shanghae—Wetmore, Cryder & Co.
Bark Deinstag (NG), Radman, Antwerp—Fabbri & Chauncey.
Bark Lord Palmerston (Br), McCready, Cadiz—Harbecks & Halsey.
Bark Idaho, Chapman, Aspinwall—Panama Railroad Co.
Bark Eliza Rass (Br), Conyers, Bermuda—J N Harvey.
Brig Queen of the Fleet (Br), Balmanno, London—G F Bulley.
Brig Tetuan (Ital), Marcasca, Malta—Munzinger & Pitzippio.
Brig Curacoa (Br), Lockhart, Curacoa—J Poulke's Sons.
Brig Oliver Cutts (Br), Nelson, Port au Prince—R Murray, Jr.
Brig Teresita (Br), Hill, Cienfuegos—Tucker & Lighthourne.
Brig Fleetwing (Br), Pettis, Cienfuegos—Lathas & Co.
Brig Tally Ho, Chisham, Calbarien—F Talbot & Co.
Brig C M Reynolds (Br), Dick, St John, NB—Jed Frye & Co.
Brig J & H Crowley, Crowley, Fernandina—Snow & Richardson.
Schr Summerville (Br), Marsters, Greytown, Nic—C Durand.
Schr Gen Banks, Germ, Aspinwall—S L Merchant & Co.
Schr Mary & Susan (Br), Johnston, Nassau—Van Praag & Co.
Schr John Griffith, Turner, Darien—S C Loud & Co.
Schr Susan Wright, Mount, Georgetown, SC—Brown & Cuyler.
Schr A Hodgman, Eaton, Georgetown, SC—Simpson & Clason.
Schr J M Richards, Irving, Wilmington, NC—Bentley, Miller & Thomas.
Schr Virginia, McFadden, Wilmington, NC—E D Hurlbut & Co.
Schr P Anger, Aldrich, Baltimore—Baker & Dayton.
Schr O C Acken, Hobbie, Stamford.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Morro Castle, Adams, Havana Dec 12, 4:30 PM, via Nassau 14th, 4:30 PM, with mdse and passengers, to the Atlantic Mail Steamship Co.

Steamship James Adger, Lockwood, Charleston, Dec 16, 7:30 AM, with mdse and passengers, to H B Morgan & Co. 17th, 10 AM, 17 miles S of Hatteras, passed steamship Sea Gull, bound S.

Ship Southampton, Smithwick, Liverpool, Oct 19, with mdse, to Morgan & Morgan. Experienced heavy westerly gales the entire passage. Nov 10, lat 45 50, lon 46, experienced a hurricane, and carried away the iron work on the foretopsail yards and lost the sails; since then has had heavy gales from W to NNW. No date, lat 47 52, lon 71 04, spoke schr Mary E Smith, from Portland for Savannah. Previous to the 15th she was in company for seven days with ship Ivanhoe. (Is anchored outside the Hook.)

Bark Templar (of Baltimore), Wilson, Buenos Ayres, 63 days, with hides, &c, and 5 passengers, to E F Davison & Co. Had heavy weather on the coast.

Bark Yumuri (Br), Johnson, Sagua, 11 days, with sugar and molasses, to Waydell & Co.

Bark Helen Stevens (of Portland), Davis, Pensacola, 28 days, with lumber to N A Wells & Son. Has been 13 days N of Hatteras. (Is anchored at the Tail of Romer.)

Brig George Downes (Br), Lanphair, Demerara, 28 days, with sugar and molasses, to H Trowbridge's Sons. 11th ult, lat 24 20, lon 75 50, experienced a hurricane from SW to WNW, in which she had carried away her foretopmast. Has been 14 days N of Bermuda, with a succession of heavy gales from SW to NW.

Brig Rising Sun (of New Haven), Wright, Kingston, Ja, 18 days, with logwood, &c, to L W & P Armstrong.

Brig E Everett, Ryerson, Mayaguez, 12 days, with sugar, molasses and oranges, to Boyd & Hincken. Lost part of deck load of oranges.

Brig Wm Mason (of Boston), Small, Gibara, 26 days, with tobacco, to Miller & Houghton. Had heavy weather the entire passage, and been 15 days north of Hatteras.

Brig Gondolier (Br), Roberts, St John, NB, 14 days, with laths to Jed Frye & Co. 13th inst, lat 39, lon 72, had a heavy gale from SE, during which lost deck load, head gear and split sails.

Brig Omaha, Drinkwater, Dover, Ga, 9 days, with yellow pine to F Talbot & Co. Had heavy weather.

Schr Julia A Rider, Elder, Indianola, 15 days, with hides, &c, to T L McCready & Co.

Schr Helen A Hoyt, Cranmer, Alexandria for Hoboken.

Schr Sarah N Smith, Turner, Calais, 10 days, with lumber to Gorham & Boardman. (See Disasters.)

Schr J Chase, French, Ranger via Bridgeport, where she discharged.

Schr Mary E Rich, Paine, Gloucester, 3 days, with fish to Steiner & Co.

Schr W H Allen, Allen, Boston for Jersey City.

Schr Alfred Keene, Harvey, Nantucket, 4 days, with fish to Miller & Co.

Schr J Beattie, Ryan, New Haven for Philadelphia.

Schr Annie, Johnson, New Haven.

Schr Breeze, Lynch, Bridgeport.

There is a brig in ballast, anchored off Hart Island, hailing from St George, Me.

BELOW.

Schr Dauntless, Coombs, 21 days from Mayaguez, with sugar and molasses. (Is anchored on the lake.)

Also two brigs.

Wind at sunset NW, fresh.

American Shipmasters' Association.

NO. 51 WALL STREET—ROOMS 23, 25 AND 27.

The following approved masters and officers have received commissions from this association:—

Captains—5628, John S Gavel, schr Champion; 5635, Napoleon L Coste, bark Sea Eagle; 5634, Edward B Elderkin, brig Anstalner; 5637, John Litson, bark Iva; 5638, George E Wadman, brig Flor de Mar; 5631, Philip L Lemberg; 2627, Francis Cheli, brig New Thomas B John; 4969, George H Osborne, schr Walter; 5548, Herschel Heath, schr John Somes; 5644, Alfred Bertomatah, brig A M E; 5640, John Owens; 5646, John M Dow, schr Costa Rica; 5557, Constant Ferrin, brig Victoria Austin; 5648, Joseph Cole, British brig Wexford; 5643, Isaac Hines, steamship Cleopatra (mate); 5560, Atse P Bunker, schr Eva L Leonard; 5649, Alphonso S Collin, schr Eliza J Staples; 5652, Albert N Fales, schr Emma C Verrill. Mate—5638, Nils F Lindh, bark Iva.

All commissions not renewed annually are invalid.

Marine Disasters.

BARK GEORGE E CANNON (Br), at Winterport, Me, from Newport, E, reported—Nov 26, passed an American bulk waterlogged ship with her lower masts and foremast standing; lower mast white with black heads, one of afterspars blue, bulwarks light color, top sides of ship diagonally sheathed. Could not distinguish her name, as the sea was making a complete breach over her.

BRIG ANN (of New York), Stoll, from Wilmington, NC, for London, with a cargo of turpentine, sprung a leak and lost her mainmast during heavy. She arrived at Nassau, NP, 17th ult for repairs.

BRIG FANNIE, White, of and for Baltimore from Savassa, before reported at Inagua in distress, was condemned and sold for the benefit of all concerned, the cargo being landed and stored. The mate and crew (seven in number) arrived at Nassau on the 4th inst.

BRIG "JIM CROW"—The paragraph published a few days since stating that the brig Jim Crow, from New York for Aspinwall, &c, originated in the fact that the Br brig James Crowe had put into Nassau Oct 25, as before fully reported.

BRIG ISABELLA THOMPSON, of Clare, NS, ashore at Rocky Neck, Gloucester, was got off Tuesday morning.

BRIG ROTHSAY (Br), from Demerara for New York, which put into St Thomas in distress, was condemned and sold at that port 30th ult for $362. Brig W R Rogers (Br) was chartered to take forward her cargo at $18 03, lump sum.

SCHR MARY E BANKS (of Baltimore), Gamage, laden with guano, was totally wrecked at Atwood's Cay on the morning of the 23d ult. The captain, crew and the vessel's materials were saved and landed at Long Cay.

SCHR MAINE (of Islesboro, Me), from Portland for Brantford, was run into in the harbor of Gloucester morning of 14th inst by an Eng[illegible] schooner and somewhat injured in her upper works. Sh[illegible] was taken to the wharf for repairs.

SCHR HELE[illegible] MAN (of Tremont, Me), from Portland for Boston, was [illegible] into in the harbor of Gloucester morning of 14th inst by [illegible] schr R H Colson, of and from Bucksport for Bos[illegible] ton, and [illegible] her bowsprit knocked out.

SCHR MYSTIC CHOLR—A large portion of the cargo of schr [illegible] Circle, from New York for Petersburg, before reported ashore on Cape Henry, arrived at Norfolk in schr Meteor.

SCHR SWAN (Br), from Porto Rico, at Halifax, NS, 16th inst, lost spars and sails on the passage.

SCHR ABBOTT LAWRENCE, Ober, from Calais for Providence, with loss of foretopmast and jibboom, and bowsprit badly sprung, passed Newport 16th inst, AM.

SCHR MARGARET & LUCY, from a port in Maine, with a cargo of ice, was towed to Washington, DC, 16th inst, in a somewhat disabled state, having been aground below Alexandria for several days previous.

SCHR J P SHEMAN, Harris, from Havre de Grace, arrived at Norfolk 15th inst leaking badly, having been ashore on York Spit, and had to throw overboard a large portion of the cargo to get off.

SHACK SARAH JANE, of Bristol, went ashore about Dec 1, during a heavy blow and snow storm, on Gardiner's Island. She lies high and dry on the beach, and has been abandoned by the crew, who have arrived in Bristol. They were nine days on the Island.

HALIFAX, NS, Dec 17—The Simoon (Br), for a port in Newfoundland, is supposed to be lost.

COLLISION.—Schooner Sarah N Smith, Turner, from Calais, with lumber, for New York, while at anchor off Woolsey Point, Hell Gate, where she had been left by a tugboat, she being unable to tow her against the heavy gale then prevailing, was run into yesterday by the schooner Lucy H Gibson, Chase, from Boston for New York. The L H G was in tow of a steamer, and the gale being very strong and the steamer not being able to control her, she ran on the S N S, breaking her jibboom short off and damaged her bows slightly. The L H G had all her shrouds on the starboard side carried away, her main boom broken, mainsail torn, badly damaged her cabin and smashed her yawl boat in pieces. She was afterwards forced to have two tugs to take her through Hell Gate. The S N S, having both anchors out, drifted on Woolsey Point, when she was towed off by the tug C W Gibbs and taken into Harlem river.

Miscellaneous.

AMERICAN LLOYD'S—Supplement No 16, of the American Lloyd's Universal Register of Shipping, which was established in 1857, has been received from Capt Thos D Taylor, Secretary, No 35 Wall and 13 Broad streets. This is an unusually valuable No, containing, as it does, descriptions of a number of first class new ships recently launched, as well as of vessels of a smaller class, besides many resurveys.

Purser R W Albert, of the steamship Morro Castle, from Havana and Nassau, will accept our thanks for his attentions.

BRIG BENNET & ALICE, 122 tons, but carries 225 tons dead weight, built in Spain in 1867, and fitted out at St Thomas within the past year, was sold at Baltimore on the 11th inst for $2,200.

SCHR GOLDEN RULE, of Salem, 105.10 tons, built at York, Me, in 1847, and new topped in 1863, has been sold to Mr Isaac Wall and others, of St George, Me, from which port she will hereafter hail.

YACHT ZEPHYR, Capt Sumner, arrived at New Bedford 16th inst from Newport, having been sold to Samuel G Ward, of New York, for $9,000. She was built at Great Hill last season, and is 29.47 tons.

MISSING VESSEL.—There is much anxiety for the safety of whaling brig Georgiana, Capt Parsons, of New London, belonging to Williams & Haven, which left New London Aug 5 for Cumberland inlet, with the expectation that she would return about the 1st inst. She arrived at the Inlet, took her cargo of oil and is now 68 days out on her return. The vessel was very deep in the water and her sails and rigging were badly worn.

DRIFT OF THE OCEAN.—A bottle was picked up at Ocean Bight, Exuma, on the 25d inst, containing a paper on which was written the following:—

Ship Bridgewater, from NYork for San Francisco, 21 days out; lat 20 46 N; lon from Washington 38 50 E; barometer 30 14; thermometer 73. Strong breezes from SSE and squally weather. All well on board. CHAS. C. SISSON, Master.

TUESDAY, May 19, 1868.

LAUNCHED—Dec 14, by Mr Edw F Miller, from his yard in South Salem, the fine bark Jersey, about 650 tons, of excellent model, owned by John Bertram, of Salem.

At East Machias 14th inst, from the yard of S W Pope & Co, a fine schr, called the Maria Low, 140 tons, new tonnage, built by W E Cummings, and owned by James O Pope and Edwin Pope, to be commanded by Capt George Talbot.

At Newburyport 17th inst, a fine clipper built schooner of 250 tons burden, from the yard of Mr Eben Manson. She is intended for the South American cattle