THE CUBAN EXPEDITION.

"The Lost Children" Not Heard From—Capture of a Revenue Cutter by a Merchant Steamer—What Colonel Ryan Said and What Marshal Barlow Thinks—Release of Prisoners.

There is now little, if any, doubt that the Cuban expedition which left this port on Saturday night, under command of Colonel Ryan, as reported in the HERALD of Sunday last, is safely out at sea on its way to the "Ever Faithful Isle," and entirely beyond the reach or jurisdiction of Marshal Barlow or his host of deputies. Some of the city papers have taken hold of a very acute line of argument in the matter, and, while conceding that several tugboats went down the bay on Saturday night unchallenged by the revenue cutter, claim that because the vessel to which the men on board the tugs were transferred was not caught by the government vessels, no such vessel could have sailed. There is no doubt that about 800 men actually left New York, Hoboken and Elm Park, Staten Island, with the intention of sailing for Cuba, and the only refuge they could have taken, if they were intercepted by a United States vessel before passing Sandy Hook, would be in Raritan Bay or the Kill von Kull. It will be acknowledged that 800 men cannot be hidden under a hat, and in a bay no larger than the bay of New York, and the various inlets and coves which surround it, all of which are thickly clustered by sailing craft of every description, it would be equally strange if they could be concealed for thirty-six or forty hours after their presence was suspected, and more especially so when several revenue cutters are presumed to be not only on the "look out" for, but actually in quest of them. Besides this, if the vessels were concealed anywhere on the Jersey or Long Island shores of the bay it would be like remarkable if some few at least of the men did not contrive to return to this city. Yet no one seems to have seen or even heard of any such weary wanderer. And further, numbers of persons who were known to have sailed left friends in this city with whom they would assuredly have communicated in the event of being obliged to put back, and some of these friends have not only been anxious in their inquiries, but diligent in their search also for some trace of their relatives, but could find none. In view of these facts it is difficult to presume for a moment that the expedition has been frustrated in this port, whatever may be its fate hereafter, and when it is considered that the effort to fit out this expedition has cost as much labor, energy, adroitness and expenditure of money as the Cuban Junta can put forth at any one time in this city, under the existing condition of affairs it is highly probable that they would take desperate chances to get out of the harbor, and probably regarded the fog of Saturday night and Sunday morning as a favorable circumstance. It would certainly be as much to the disadvantage of the revenue cutters as of the expeditionary vessels, in any event it would be no uncommon thing for a vessel to navigate the bay in a fog, and one of the officers of this expedition told the reporter of the HERALD about an hour before starting that "they were going to take all, even the most serious risks, if they once got afloat." This conversation took place at the Stevens House, near the pier at which the officers, including Colonel Ryan, General Goicoria, Colonel Courrier, Captain Peters and Surgeon Dorset, embarked. So far also as it is assumed that the steamer Quaker City must have come into the lower bay to take the men on board the assumption is erroneous; for Colonel Ryan, on Thursday last, the day after his escape from the deputy marshal, personally informed the writer that the vessel would be met on the coast, and the transfer would be made at such place of rendezvous, with the understanding that it should not be made public until after the sailing of the expedition; and in response to an inquiry as to when and how the arms and stores were to be taken on board, Colonel Ryan used the following language:—"Oh, the arms and ammunition and all the stores for the expedition have been at sea waiting for us for the past ten or twelve days. You know we expected to have got out sooner, but these arrests have delayed us."

When asked whether such vessel was not the Quaker City, that vessel having sailed about "ten or twelve days" previous, he laughed and replied, "Well, you may presume so."

At about two o'clock on Sunday morning, it is reported, the tugboat Yankee, one of the vessels which took the men of Colonel Jordan's expedition to the steamer Perit, landed at Elm Park and took on board a number of men; that the Yankee was overhauled by a revenue cutter shortly afterwards, and in reply to a question as to where she was going answered "to the Fishing Banks." That is precisely the reply reported in the HERALD of Sunday last as having been made by some of the men at Hoboken. And what New York fisherman is there who does not know that when the Yankee goes to the Fishing Banks she starts about midnight on Saturday from the foot of Peck slip and other city landings, and never touches at Elm Park.

The vessel which CATHARINE WHITING, about two o'clock was stopped near Bedloe's Island by the revenue cutter McCullough Sunday morning, by the revenue cutter believed to have left, and compelled to anchor, is believed to be the Whiting long used by the Cubans as a decoy. The Whiting, with steam had been lying at anchor in that position, unquestionably up, for some eight or ten hours, and was a suspect was aware of the fact that she was the vessel of a suspected vessel and was under the surveillance of the McCullough. At two o'clock she innocently gave McCullough. At two o'clock she vessel at points under way, with a government Cuba. Of shot blank range, and attempted to go to stopped her course the wary cutter commander gunpowder. He saluted her with a discharge of solid shot, and when she still kept on he sent a up and throughwart her bow. The Whiting hauled suspected McCulloch was captured by her—as the all the rem vessel was convoyed by the revenue cutter even yeste mainder of the night and the next day, and cutter less day, and there certainly was one revenue When bo to annoy the veritable filibustros craft, half a c ried the Whiting was found with about of provis cargo of hay and "a small store hay, and ions." Cuban volunteers don't eat not last t a small store of provisions would taken on em long. No horses were thought of being desired the expedition, and one individual who was co to take two satchels of clothing with him official compelled to leave one behind, as the Junta than positively would not allow him to take more one travelling bag on board. Of course

MARSHAL BARLOW

confident that no expedition left this port on Saturday night. He was equally confident that no filibusters went out when the Perit sailed, but the fact is "the General" was out-generalled, and is not going to own up until he is obliged to do so. It is admitted that several small steamers were allowed to pass by the Marshal's "lookouts," but he paid the most scrutinizing attention to the Whiting; in fact, he had marked her down as the filibuster and had made up his mind to overhaul her as soon as she sailed. And he did; and he has got her yet. But the beauty of the thing is found in the fact that while he virtually concedes that the filibusters embarked he is sure they have not yet got away, and yet he had no information up to last night where they are although he has officers on their track.

Considering all the circumstances connected with the matter, while it is barely possible that the expedition failed, there are a dozen probabilities that the filibusters—the "First New York regiment"—are on their way to Cuba.

Among the recruits who "started" on this expedition was a company of fifty men raised in Richmond, Va., and commanded by Captain Harrison, an ex-confederate officer of that city.

Drs. Frederick J. McNulty and J. W. Du Bose, who were confined in Ludlow street jail on an indictment for violation of the neutrality laws, inherent to their love for the Queen of the Antilles, were yesterday released on their own recognizance to appear for trial. Colonel Clancy, Capt. Lindorf, J. H. Norris, Ralph Harmon and Capt. F. W. Conant are the only remaining prisoners not released on bail. It is expected that they will be released in a day or two.

THE SPANISH-CUBAN AFFRAY.

Examination Before Justice Dodge.

The examination into the case of Mr. José Ferrer de Cauta, editor of *El Cronista*, a Spanish paper published in this city, who was charged with having assaulted a Cuban barber named Thomasell on the 31st of May, was continued yesterday at the Jefferson Market Police Court, before Justice Dodge. There was a numerous attendance of Spaniards and Cubans. The offence for which Mr. De Cauta was indicted was simply that he broke and destroyed a picture of himself of a libellous character he found hung up in the barber shop of Thomasell, but the counsel on both sides managed to fog in other issues, which had the effect of prolonging the examination until a late hour. The pith of the matter is contained in the evidence here given:—

Mr. Juan Martinez, No. 117 Broadway, cigar maker, being sworn, said he knew all the parties in the suit; Mr. Thomasell met him in the street and asked him to come to his place and see that d——d a—— of a b—— De Cauta; he did not go; Mr. Thomasell had his nose in everybody's business; Thomasell wanted to know after the picture was broken why Mr. Porto did not shoot De Cauta like a dog. The witness was very determined and also very unintelligible to the court.

José Ferrer de Cauta, the defendant, was the next in Spain. I lived at 712 Broadway; I am a governor been published Spanish editor here; my paper has been in the Spanish language here for three years, and in the English language for six months; I received the papers put in evidence through the post; a number of my Spanish friends came and told me that there was a caricature of me at the barber's; I know Mr. Martinez; he told me that Thomasell was inviting everybody to go to his saloon to see the caricature; I went to the saloon and looked about for the picture; Thomasell asked how he was and asked him to look at the picture; as soon as I saw that there were injurious epithets to it I took it down and broke it; he said "I am glad, a good business out of this thing," and I agreed.

"It is no way of making money to injure a man," and also to be careful next time, for if you put it up after this I will punish you in proportion to the offence; I protest that I did not tell Thomasell that I would kill him; I did not mean it at least; Mr. Thomasell testified that I put my hand behind for my pistol, but I was unarmed; fourteen friends of Mr. Sherman attacked me in Fourteenth street, and if I had had a pistol I would have shot some; my paper is not an official Spanish paper, but merely represents the Spanish sentiment.

Cross-examined—I have been an editor since I came to this country, three years and a half ago; I have never actually been governor.

The witness protested against any further questioning on that point.

Counsel insisted that he should answer the question, and in doing so made some remarks relative to the right of the friend of Porto to a thorough investigation.

Examination continued—I received my patent as governor from her Majesty the Queen of Spain; it was for no place in particular; when her Majesty comes on the throne again some department or province would be designated; the date of the patent is April, 1865.

After considerable sparring and angry altercation between counsel and between the defendant and the several witnesses Justice Dodge said he would take the points in the case in writing and give his decision in a few days.

ARMY INTELLIGENCE.

Order Assigning Cadets and Other Officers to Duty.

WASHINGTON, June 28, 1869.

The following general order has just been promulgated from headquarters of the army:—

1. The following named cadets, graduates of the Military Academy, have been appointed in the army of the United States by the President, with the rank indicated below, to date from June 15, 1869:—First regiment cavalry—30, George R. Bacon to be second lieutenant, vice Hopkins, resigned, Company K. Second regiment of cavalry—17, Frank E. Nye to be second lieutenant, vice Hamilton, promoted Company M; 28, J. C. Small to be second lieutenant, vice Pettit, resigned, Company G; 34, William Rawson to be second lieutenant, vice Rawolle, promoted, Company C. Third regiment of cavalry—11, John G. Ronke, to be second lieutenant, vice Ayres, promoted; 22, Franklin Yeaton, to be second lieutenant, vice Pyle, deceased; 25, Charles Morton, to be second lieutenant, vice Wrightman, promoted, Company A; 32, William W. Robinson, Jr., to be second lieutenant, vice Smith, deceased. Company H, Fourth regiment cavalry—33, Wentz C. Miller, to be second lieutenant, vice Vernon, promoted, Company D. Fifth regiment cavalry—8, Jacob A. Ungur, to be second lieutenant, vice Hitchcock, resigned. Company E; 23, Earl D. Thomas, to be second lieutenant, vice Cummings, cashiered, Company I; 26, Charles H. Rockwell, to be second lieutenant, vice Serenotsky, promoted, Company B; 29, William F. Smith, to be second lieutenant, vice Pasken, promoted, Company L. Sixth regiment cavalry; 24, Wm. J. Reese, to be second lieutenant, vice Lazerby, whose appointment has been revoked, Company B; 31, Henry P. Perrine, to be second lieutenant, vice Hemig, promoted, Company C; 35, Edward W. Brady, to be second lieutenant, vice McIntyre, dismissed, Company K. Seventh regiment—15, Charles H. Rea, to be second lieutenant, vice Bassett, promoted, Company B; 16, James E. Porter, to be second lieutenant, vice Weston, promoted, Company G; 18, William T. Craigcroft, to be second lieutenant, vice Smith, promoted, Company E; 19, Charles E. Braddon, to be second lieutenant, vice Shellabarger, promoted, Company L; 20, John Aspinwall, to be second lieutenant, vice Law, promoted, Company K; 27, Wells W. Leggett, to be second lieutenant, vice Ropes, promoted, Company C; 36, Henry W. Sprole, to be second lieutenant, vice Combs, resigned, Company M. Ninth regiment cavalry—37, Martin B. Hughes, to be second lieutenant, vice Davidson, appointed first lieutenant, Company A; 38, William Gerhard, to be second lieutenant, vice Cortelyou, appointed first lieutenant, Company —. Tenth regiment cavalry—39, Mason M. Maxon to be second lieutenant, vice Badamer, promoted, Company F. First regiment artillery—Daniel M. Taylor to be second lieutenant, to fill an original vacancy; 9, Henry L. Harris to be second lieutenant, to fill an original vacancy. Second regiment artillery—4, Philip M. Price, Jr., to be second lieutenant, to fill an original vacancy; 12, David A. Lyle to be second lieutenant, to fill an original vacancy; 13, Worth Osgood to be second lieutenant, vice Wan, deceased, Company —. Third regiment artillery—10, Arthur S. Hardy to be second lieutenant, to fill an original vacancy; 14, Rembrance H. Lindsey to be second lieutenant, to fill an original vacancy. Fourth regiment artillery—3, Samuel E. Tillman to be second lieutenant, to fill an original vacancy; William C. Fitzsimmons to be second lieutenant, vice Dixon, promoted, Company —. Fifth regiment artillery—1, Eric Bergland to be second lieutenant, vice Shaller, transferred to the ordnance department; 2, Leonard G. Hun to be second lieutenant, vice Patterson, promoted; 7, William P. Duvall to be second lieutenant, vice Orr, deceased.

2. The general regulations, paragraph 181, allow three months' leave of absence to the graduates of the Military Academy on entering the service. In accordance with this regulation all the graduates above named will report in person at their proper stations on the 30th of September next.

3. The graduates on the receipt of this order will immediately report by letter to the commanding officer of their respective regiments, who will assign to companies those who have not been so assigned by this order. If the station of the regimental commander be not known their reports will be forwarded under cover to the Adjutant General for transmittal.

4. The transportation and allowance of mileage, to which the graduates will be entitled in travelling from West Point to their posts, under the foregoing orders, will be paidon advance of the performance of the journeys. By command of

General SHERMAN.

E. D. TOWNSEND, Adjutant General.

The President has accepted the resignations of the following officers:—Major W. W. Lowe, brevet brigadier general, Sixth United States cavalry; First Lieutenant W. F. Dubois, Fifteenth infantry; Second Lieutenant L. M. Haupt, Engineer Corps.

Brevet Major W. Russell, Fourth cavalry, has been relieved from duty in the Department of Louisiana and ordered to join the regiment in the Fifth Military District. Captain Lewis C. Overman, Engineer Corps, has been ordered to staff duty in the Fifth District.

By direction of the Secretary of War Thompson McKenley, of Gallatin, Tenn., claim agent, is suspended from further practice in the Bureau of the War Department.

Second Lieutenant W. H. Bower and Captain F. A. Field, United States Army, are ordered to duty as Indian agents. The latter being released from duty in the Fourth Military district, the order assigning Brevet Major James Jackson to duty in the Indian country is revoked.

Brevet Major General A. Ames, Lieutenant Colonel United States Army, is ordered to Washington on public business.

NAVAL INTELLIGENCE.

Surgeon N. H. Adams has been detached from the Monongo and placed on waiting orders. Chaplain Henry B. Hibbes, detached from the Pensacola and placed on waiting orders. Midshipman J. McAdams, detached from the Gettysburg and ordered to return to the United States.

TROTTING AT FASHION COURSE.

A trotting race for a sweepstakes of $1,500, mile heats, best three in five, in harness, came off yesterday afternoon, at the Fashion Course, between three five year old mares, one driven by D. Tallman, the others by John Lovett and John Murphy. The mares were fine looking, but Tallman's was by far the fastest. She distanced the others the first heat in capital time for one of her age. The betting was largely in her favor, one hundred to ten being offered without takers, while the scoring was going on. Tallman's mare took the start behind, but quickly passing the others led to the quarter pole ten lengths in forty seconds; was fifty yards ahead at the half-mile pole in 1:20, and came home a winner by 200 yards in 2:41½.

The following is a

SUMMARY.

FASHION COURSE, L. I., June 29.—Sweepstakes, $1,500, mile heats, best three in five, in harness.

D. Tallman entered b. m. Honey Dew 1
J. Lovett entered br. m. Davenport Neck Mare ... dis.
J. Murphy entered br. m. Acorn ..... dis.

Time—2:41½.

COLLISION ON THE HARLEM RAILROAD.

The Nineteenth police precinct reports that at five o'clock P. M. yesterday car No. 30 of the Belt Railroad collided at the junction of Thirty-ninth street with an engine attached to cars on the Harlem Railroad. The rear platform of the street car was broken off, and Peter Wagner, a German laborer, residing at No. 443 West Fifty-third street, was wounded about the head and body fatally. A boy, thirteen years of age, dressed in old gray clothes, had both his legs horribly crushed. The wounds of the sufferers were dressed by police surgeon Purdy, who ordered them to be taken to Bellevue Hospital in an ambulance. The conductor, Gilbert Kewes, and driver, James Mahoney, were arrested on the charge of criminal negligence and locked up at the station house. The report does not state whether the parties in charge of the engine were parties to the maiming, or whether they were arrested.

ALLEGED ATTEMPTED WIFE MURDER.

The Eleventh police precinct reports that at four o'clock yesterday afternoon an altercation occurred at the tenement house No. 644 East Thirteenth street, between Ann Mulroy and her husband James. The husband drew a knife and threatened to kill her, when she hurried to the window of her apartment, on the third floor, from which she fell to the pavement. The neighbors assert that the fall was accelerated by her husband, who pushed her out of the window. The woman, who was very dangerously injured was sent to Bellevue Hospital.

The body of Joseph Viezara, a French Canadian, who was drowned in the Connecticut river at Hartford on Sunday night, was recovered yesterday morning.

WOMAN'S SUFFRAGE CONVENTION.

The third of the series of woman's suffrage conventions in the Congressional districts of this city assembled in the hall of the Sheltering Arms, in Bloomingdale road, near 100th street, last evening. The meeting opened at about half-past eight o'clock, with an audience nearly filling the hall, composed principally of ladies. Most of the ladies present were young and pretty, and apparently quite intelligent and interested in the business which called them together.

Mrs. Isabella Grant Meredith was called upon to preside, and although unfamiliar with parliamentary rules, occupied the chair with quiet dignity and ease.

Mrs. SARAH F. NORTON opened the meeting by an invitation to all present to speak, saying they would especially like to hear from gentlemen. Mrs. Norton continued by saying that she attended the political meetings of the republican party last fall and failed to hear any very logical arguments. She said women were criticised for not being logical. How could people expect that women would be logical on their first trials when men failed to be so after eighteen hundred years' practice. She lived, eat, drank and slept by suffrage. She could almost swear by it and it was a part of her religion. The wide-awake little woman was heartily applauded on concluding her remarks.

Mrs. C. S. LOZIER, M. D., read a newspaper extract on "Woman in Politics," and commented thereon at length. She made some professional as well as other intellectual arguments for what is evidently one of her hobbies, "suffrage for woman." Mrs. Lozier is a country, cultured lady, of dignified bearing, and made one of the most thoughtful speeches of the evening.

Mrs. ELIZABETH B. PHELPS, the lady who has been instrumental in establishing the Twenty-third street institution known as "the Woman's Bureau," came into the hall at this point and was received with demonstrations of applause. She announced that she was the bearer of a letter from Susan B. Anthony. Everybody looked expectant and Mrs. Phelps drew forth the letter. Miss Anthony advised the election of delegates to the State Woman Suffrage Convention, solicited memberships to the National Woman's Suffrage Association, and subscriptions to the *Revolution*. The audience, as a whole, "smiled grimly," but were generous enough to cheer the sentiments of the letter. Mrs. Phelps followed the reading of the letter by a short speech. She advised every woman to protect herself by joining the Woman's Bureau organization, and said she believed the women of this country were getting roused up on the importance of the cause. Mr. Charles H. Ritchell, a leading citizen of the locality, was called out and made quite a stirring address. He quoted Herbert Spencer, Lord Bacon and other renowned authorities in defence of his position, and closed by assuring the ladies of his hearty co-operation with their projects. Dr. Emil W. Hoeber, an enthusiastic German physician, followed Mrs. Phelps, and commenced by scolding several ladies in the audience who were apparently trifling with the serious topic before the meeting. He then gave them some sage advice. After some further speaking by Mrs. Norton and Mrs. Phelps the vote of the assemblage was taken on the suffrage question, resulting in twenty-eight yeas and no votes in opposition. About the same number of signatures were received to a petition for woman suffrage, and some half a dozen signed their names as members of the National Woman's Suffrage Association.

The following ladies were chosen as delegates to represent the Ninth Congressional district at the State Woman Suffrage Convention, to meet at Saratoga, July 13 and 14:—Mrs. L. D. Blake, Mrs. Isabella Grant Meredith, Mrs. Charlotte E. Wilbur and Mrs. C. S. Knapp.

The meeting adjourned at ten P. M.

THE RECEPTION OF GENERAL SICKLES.

In our notice of the correspondence tendering the reception to Major General Sickles before his departure as Minister, it was inadvertently announced as a banquet. This was at first the project of the committee, but at General Sickles' urgent request, the idea of a dinner to a small coterie of his more intimate personal friends was abandoned and a reception arranged in its place. This will give a much greater number of friends a chance to wish the General a safe voyage and success in his new career. Grafulla's band will be in attendance, and full dress and music will be the order of the evening at the Everett House. Moses H. Grinnell, Richard Schell, Charles P. Kirkland, Edwin Croswell, Marshall O. Roberts, John B. Haskin and Charles K. Graham make up the invitation committee, and the cordial way in which party distinctions have been dropped must afford General Sickles a gratifying proof of the favor with which the appointment of a military man to represent a military nation at the Spanish capital has been received.

ANOTHER MURDER.

Frank Bunker, keeper of the saloon corner of Wooster and West Houston streets, who was stabbed on Saturday night last by a man named Hastings, who escaped, died at ten minutes after three yesterday. Coroner Flynn was notified.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	4 29	Moon rises	eve 11 12
Sun sets	7 35	High water	eve 12 08

PORT OF NEW YORK, JUNE 28, 1869.

CLEARED.

Steamship Atalanta (Br), Pinkham, London—Howland & Aspinwall.
Steamship Pioneer (Br), Shackford, Cow Bay—Snow & Burgess.
Steamship Albemarle, Couch, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship A C Stimers, Knox, Philadelphia—J Hand.
Steamship Franconia, Bragg, Portland—J V Ames.
Ship Ontario, Mitchell, San Francisco—Sutton & Co.
Bark Ferdinand (NG), Meyer, Gloucester—Punch, Edye & Co.
Bark Amykos (Nor), Jalinson, Cork for orders—Wendt, Tetens & Bockmann.
Bark Morning Light (Br), Lavender, Gibraltar—Harbeck & Halsey.
Bark Palestine (Br), McCulloch, St Thomas—Peniston & Co.
Bark Helena (Br), Coffin, Cow Bay, CB—Boyd & Hincken.
Brig Leif (Nor), Carlssen, Oporto—Punch, Edye & Co.
Brig Amy A Lane, Carver, Montevideo and Buenos Ayres—J Norton, Jr.
Brig M E Leighton, Gay, Kingston, Ja—Moss & Ward.
Brig Proteus, Drisko, St John, NB—Crandall, Umphray & Co.
Brig Machias, Whiting, St Marys, Ga—Salter & Livermore.
Schr Wentworth (Br), Hunter, Windsor—Crandall, Umphray & Co.
Schr Ellen (Br), Wyman, St John, NB—P I Nevins & Sons.
Schr M B Bramhall, Stout, Savannah—N L McCready & Co.
Schr W G Anderson, Baker, Savannah—Pearson & Turner.
Schr Gen Peaver, Armstrong, Bangor—Jed Frye & Co.
Schr H Landell, Taylor, Newark—Van Brunt & Slaght.

Cleared 26th, bark Robert Godfrey (Br), Taylor, London via Doboy, Va—J W Elwell & Co.

Steamship C Whiting was cleared on Saturday by the master, and not by Spofford, Tileston & Co, as erroneously reported.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Pereire (Fr), Duchesne, Havre June 17 via Brest 19th at 4 PM, with mdse and passengers, to G Machen. Arrived at Sandy Hook 28th, at 2:30 P M, had fine weather the whole trip; June 24, lat 45 10, lon 46 40, met steamship Teutonia; 26th, lat 41 50, lon 51 20, saw American bark Wasp, steering west; same day, at 7 PM, 650 miles from Sandy Hook, saw steamship Hermann.

Steamship Russia (Br), Lott, Liverpool June 19 via Queenstown 20th, with mdse and passengers, to C G Francklyn. June 22, lat 50 42, lon 24 43, passed bark Jessie (of Swansea), from Liverpool, bound west; 25th, lat 46 49, lon 37 08, steamship Hammonia (NG), bound west; 27th, lat 41 26, lon 62 56, bark Sydenham (Prus), becalmed; 27th, lat 41 26, lon 64 56, American ship Jacob Bell (no such vessel), bound west.

Steamship City of Antwerp (Br), Mirehouse, Liverpool June 17 via Queenstown 18th, with mdse and passengers, to John G Dale.

Steamship Colorado (Br), Green, Liverpool, June 16, Queenstown, 17th, mdse and 856 passengers, to Williams & Guion. June 19, lat 50 50, lon 19 40, passed a brig rigged steamer steering east; 20th, lat 49 44, lon 26 06, passed ship Sarah M (Br), steering east; 27th, lat 48 50, lon 30, exchanged signals with an Inman steamer bound east; 24th, lat 44, lon 47, passed a Cunard steamer bound east; 26th, lat 41 05, lon 61 20, signalized bark W Turner; 27th, lat 40 50, lon 66 50, passed ship Riverside bound east.

Steamship The Queen (Br), Grogan, Liverpool June 16 and Queenstown 17th, with mdse and passengers, to the National Steamship Co.

Steamship Hatteras, Roberts, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.

Ship J S De Wolf (Br), Durham, Newport, E, 66 days, via Hampton Roads June 25, with railway iron, to H J De Wolf & Co. Had strong westerly winds first part of the passage; fine weather latter part.

Bark Royal Berkshire (Br), Grant, Padang, 120 days, with mdse, to Peabody & Willis. Passed Cape of Good Hope April 30, and crossed the Equator May 29 in lon 35 25 W; April 24, lat 24 29 S, lon 28 23 E, spoke bark Sidney, Collins, Corings for London, all well; May 12, lat 25 54, lon 4 12, spoke ship Kennington, from Bombay for Havre, 15 days out.

Bark Bettie (Aust), Tonnich, Teneriffe, 30 days, with fruit, to Willis A Brown. Passed Gibraltar May 11; had fine weather, with light winds and calms.

Bark Princess (Br), Thomas, Tome and Valparaiso, 79 days, with wool, to Fabbri & Chauncey. Passed Cape Horn April 24, and crossed the Equator June 1 in lon 28; had fine weather most of the passage.

Bark Ilva (Br), Luzion, Maracaibo June 7, and the bar 16th, with coffee, &c, to Maitland, Phelps & Co. Had very strong winds in Gulf of Maracaibo and Caribbean Sea; since which had very light winds and hot weather; has been four days N of Hatteras with light airs, calms and fog.

Bark Atlantic (Br), McKenzie, Guantanamo, 14 days, with sugar, to Moses Taylor; vessel to master.

Bark May Flower (Br), New Haven, Dill, Demerara 11 days, with sugar to H Trowbridge & Sons.

Bark Mayflower, Dill, Trinidad (Port Spain), 18 days, with rum assee, to H Trowbridge's Sons.

Bark Clara (Br), McConnell, Anguilla, 14 days, with salt, to Woodruff & Robinson; vessel to Boyd & Hincken. Had moderate winds all the passage.

Brig G W Baxter, Moore, Santa Marthas May 22, Savanilla June 9, with hides, &c, to Headley, Eno & Co; vessel to Thompson & Hunter. Had pleasant weather all the passage.

Brig J Tolledo, Plummer, Guantanamo, 17 days, with sugar, &c, to mdse—Houghton. Had extremely light weather. June 24, lat 35, lon 74, saw brig Ceres steering S.

Brig Fulgor (Dutch), Cole, [illegible] Mart, 19 days, with sugar, &c, to Von Pfister & Co.

Brig Alpha (Br), Weatherbee, Mayaguez, PR, 14 days, with sugar, to Hatton, Watson & Co.

Brig Edwin Rowe, Cruse, Mayaguez, P R, 13 days, with sugar, &c, to Jas W Elwell & Co.

Brig Hattie Eaton (Br), Brown, Arecibo, PR, 18 days, with sugar, to Moller & Theband.

Brig Oliver Cutts (Br), Nelson, Aguin, Hayti, 14 days, with logwood, &c, to R Murray, Jr.

Brig Lizzie (Br), Hill, Cienfuegos, 17 days, with sugar, &c to Tucker & Lightbourn. Been 8 days N of Hatteras, with light winds, hot weather and terrific thunder and lightning squalls. June 22, Cape Henry bearing W 100 miles distant, spoke brig J W Spencer, hence for Cardenas.

Brig Zephyr (Br), McNott, St Jago (Cuba), 27 days, with sugar, &c, to Moses Taylor & Co; vessel to master. For 14 days, on the south side of Cuba, lay in a dead calm, during which made but 50 miles; been 7 days north of Hatteras, with very light winds.

Brig La Creole (Dutch), Sparkhaver, Curacoa, 14 days, with hides, &c, to Donale & Co.

Brig Moonlight (of Boston), Bourne, Brunswick, Ga., 10 days, with timber, to T M Mayhew. Vessel to Miller & Houghton.

Schr Aspinwall, De Hareth, Granada, 20 days, with mdse, to Hoadley, Eno & Co.

Schr Aspinwall (Dutch), De Hasett, Saraail, 20 days, with cocoanuts, to Hoadley, Eno & Co. Had light winds and calms the entire passage.

Schr Edwin (of Bridgeport), Dayton, Havana, 7 days, with pineapples, to Dollner, Potter & Co. Had light winds and calms most of the passage; June 21, lat 35, lon 75 20, spoke schr Quickstep (of Brookhaven), from New York for Jacksonville.

Schr Race Horse (of Newburyport), Baracoa, 9 days, with fruit, to Dollner, Potter & Co. Had fine weather during the passage.

Schr Sarah Maria (of Cold Spring), Horton, Baracoa 10 days, with fruit, to J & T Pearsall, vessel to B J Wenberg. Had light winds and calms the entire passage; sailed in company with schr J G Curtis, for Boston.

Schr Annie Freeman (of Boothbay), Reid, Harbor Island, 8 days, with pineapples, to Jos Enseas.

Schr Mary & Susan (Br), Clere, Harbor Island, 8 days, with pineapples, to Joseph Enseas. Had light winds and calms.

Schr Brilliant (Br), Bethel, Eleuthera, 9 days, with pineapples, to R E Hutchinson & Co.

Schr R L Tay (of Boston), Baker, Windsor, NS, 29 days, with laths. Is bound to Philadelphia; put in here in a leaky condition.

Schr Carrie, Davis, Brazos, Texas, 18 days, with hides, &c, to W Todhouse, Southmayd & Rudd.

Schr Charles E Gibson (of Boston), Thatcher, Pensacola 19 days, with lumber, to S L Merchant & Co. Had moderate weather during the passage.

Schr Charles Moore, Ingersol, Hatteras, 5 days, with staves, to John G Benton & Son. June 18, while lying in the river loading, was struck by a heavy s w squall, which broke mainmast.

Schr Mary Louise, Gaskill, Washington, NC, 6 days, with naval stores, to Zophar Mills.

Schr Delmar, Lank, Newbern, NC, 4 days, with naval stores, to James L Davis.

Schr Nellie H. Benedict, Ellis, Fortress Monroe for Providence.

Schr J R Seguine, French, Virginia.
Schr Hattie Low, Shearer, Virginia.
Schr B F Woolsey, Johnson, Virginia.
Schr Tunis Depew, Crittenden, Virginia.
Schr Julius Webb, Cranmer, Virginia.
Schr G B Smith, Booker, Virginia.
Schr Alethea, Derby, Virginia.
Schr William Henry, Mahady, Virginia.
Schr Isle of Pines, Lake, Virginia.
Schr Wm P Tuft, Lyon, Virginia.
Schr Elnora Tabitha, Gibson, Virginia for Stamford, Ct.
Schr Henry Finch, Bushnell, Georgetown, DC.
Schr Francis, Endicott, Georgetown, DC.
Schr Edward Slade, Soper, Alexandria.
Schr Maria Pierson, Grant, Alexandria.
Schr Henry Parker, Parker, Alexandria for New Haven.
Schr Charles Woolsey, Parker, Alexandria for New London.
Schr Sussex, Paine, Delaware.
Schr J L Newton, Rich, Providence for Georgetown, DC.

Passed Through Hell Gate,

ROUND SOUTH.

Propeller —, from Mystic for New York, 16 Fowler & Co. Is a new vessel.

Brig Crescent (Br), Faulkner, from Windsor, NS, for New York, to J F Whitney & Co.

Brig Orinoco (Br), Roberts, from Windsor, NS, for New York, to Crandall, Umphray & Co. Went to Port Morris.

Brig Branch (Br), Card, from Windsor, NS, for New York, to Crandall, Umphray & Co.

Schr T S Rogers, Young, from George's Banks for New York, with fish, to H C Rogers.

Schr A Roe, Chapman, from George's Banks for New York, with fish, to S P Miller.

Schr E A Baker, Jarem, from George's Banks for New York.

Schr Kate Church, Daws, from Brown's Banks for New York, with fish, to Moore & Lamphear.

Schr Hattie, Fanning, from Lubec for New York.

Schr Lochiel, Haskell, from Calais for New York, with timber, to Jed Frye & Co.

Schr Mary A, Jellison, from Rockland for New York, to J R Brown.

Schr Camina, Modgett, from Bangor for New York, with lumber, to R W Adams.

Schr Damon, Johnson, from Bangor for New York, with lumber, to J M & T D Jones.

Schr S Nelson Hall, Stewart, from Portland for New York.

Schr Geo Gillum, Rankin, from Portland for New York, to F Fitzgerald.

Schr J McCloskey, Brewer, from Lanesville for New York.

Schr Hannah D, Chase, from Plymouth for New York.

Schr Lucy A Blossom, Chatfield, from Plymouth for New York.

Schr John Comstock, Heany, from Nantucket for New York, with fish, to J Comstock & Co.

Schr Althea, Baker, from Nantucket for New York, with fish, to R Miller.

Schr Stephen Waterman, Chase, from New Bedford for New York.

Schr P F Devinney, Chambean, from Black River for New York.

Schr Sarah, Cobb, from Fall River for New York.

Schr Ney, Chase, from Fall River for New York.

Schr Tillie E, Bushnell, from Fall River for Poughkeepsie.

Schr Mary H Mifflin, Lewis, from Somerset for New York.

Schr M F Webb, Abby, from Providence for New York.

Schr Gen Grant, Miller, from Providence for New York.

Schr James M Bayles, Arnold, from Providence for New York.

Schr Beulah E Sharp, Cole, from Bristol for New York.

Schr Justice, Green, from Newport for New York.

Schr Annie, Bladenburgh, from Norwich for New York.

Schr Wm Riley, Cobb, from New London for New York, with fish, to S P Miller.

Schr Seneca, Gottfried, from Connecticut River for New York.

Schr Oliver Spellman, Pelton, from East Greenwich for New York.

Schr Helena E Russell, Mahave, from Middletown, Ct, for Philadelphia.

Schr Mail, Pratt, from Mystic for Elizabethport.

Schr S L Thompson, Smith, from New Haven for New York.

Schr Josephine, Lindsley, from Bridgeport, Ct, for New York.

Schr Glide, Travis, from Bridgeport for New York.

Schr Sam P Godwin, Waterbury, from Stamford for New York.

Schr J G Pierson, Hays, from New Rochelle for New York.

Schr Allen Gurney, Gurney, from Oyster Bay for Rondout.

Schr D H Baldwin, Vail, from Sag Harbor for New York.

Schr J N Seymour, Horton, from Northport for New York.

Schr Almira, Higby, from Glen Cove for New York.

Schr Seadrift (yacht), on a cruise.

Sloop Margaret, Lansing, from Bridgeport for New York.

ROUND EAST.

Brig Trenton, Ball, from Hoboken for Boston.

Brig John Lewis, Carter, from New York for Hillsboro, NS.

Schr Constitution, Smith, from Jacksonville for Bridgeport, Ct.

Schr W M Gesner, Egbert, from Baltimore for Bridgeport, Ct.

Schr Alice Scranton, Seward, from Amboy for New Haven.

Schr Richard Borden, Borden, from Elizabethport for Fall River.

Schr Treasure, Arnold, from Albany for Providence.

Schr Charles Roberts, Roberts, from Rondout for Port Jefferson.

Schr John S Spofford, Ward, from Rondout for Fall River.

Schr Henry Hartcat, Jones, from Rondout for Portland, Ct.

Schr Mary J Mead, Thrasher, from Rondout for Taunton.

Schr Charles, Trefethen, from Rondout for Taunton.

Schr R F Graham, Nickerson, from Rondout for New Haven.

Schr Phebe Elizabeth, Hill, from Rondout for New Haven.

Schr S L Hitch, Hill, from Rondout for New Haven.

Schr Josiah Rodgers, —, from Rondout for New Haven.

Schr Mary Frances, Boyle, from Rondout for Providence.

Schr Eagle, Chase, from New York for Wellfleet.

Schr Kate Scranton, Hervey, from New York for Providence.

Schr J W Freeman, Rider, from New York for Providence.

Schr Robert H Fetter, Rybert, from New York for New Haven.

Schr Thos Cahill, —, from New York for New Haven.

Schr Marcus Hunter, Orr, from New York for Boston.

Schr Peter Ritter, Allerton, from New York for Boston.

Schr Gen Howard, Johnson, from New York for Boston.

Schr Fleetwing, Fitch, from New York for Tremont.

Schr Troubadour, Grant, from New York for Pembroke.

Scnr Kate Gordon, Smedley, from New York for Port Jefferson.

Schr San Juan, Jones, from New York for Port Jefferson.

Schr Lodusha, Means, from Poughkeepsie for Boston.

Schr Empire, Baker, from Newburg for Boston