THE QUARANTINE WAR.

Cochran and Brooklyn Versus Carnochan and the Law.

How a Petty Official Would Benefit a Friend—The Fashionables on the Heights Snuffing Contagion—The Health of the Port or the Wealth of a Storekeeper.

The individual known as the Health Officer of Brooklyn, by recent interference with the duties of the Health Officer of the port, has managed to put himself in rather a ridiculous light before the public and gains the name of everything but an official capable and willing to serve the best interests of the city in which, by some freak of fortune, he has obtained "little brief authority." He has not only recently taken the responsibility to cause those ignorant of existing laws and the penalties attached thereto when ignored to break them, but he stands heralded as one who has incited

A COMMON RABBLE

to interfere with the constituted authorities of Quarantine and to destroy property. Such was the case on Saturday last when this individual urged a gang of men to resist the Quarantine authorities, who, in the discharge of their duties attempted to remove a schooner which arrived a few days since from a doubtful port, but to the owners of which liberty had been given to discharge her cargo at an isolated dock in Brooklyn. How the courageous Cochran, of the City of Churches, has succeeded in this bold attempt, what he has really done and what is thought of it by the Quarantine authorities, deserve suitable introduction and elaboration.

ADMINISTRATION OF QUARANTINE LAWS.

Since the destruction of the Quarantine establishment at Staten Island several years ago no provision whatever has been made for the construction of warehouses and wharves in connection with the Quarantine department, although the necessity for their erection has been frequently pressed upon the Legislature. That no quarantine system can be suitably administered when goods and merchandise from infected ports must either remain on the vessel by which they arrive or be discharged upon lighters at a great distance from the city is too plain to admit of discussion. It kept upon the vessels

THE MERCHANT IS DEPRIVED OF HIS PROPERTY

and the shipowner of his vessel a much longer period than would otherwise be necessary. If discharged upon lighters, consignees and owners are often subjected to heavy expenses, and in either case loud complaints follow, and the sanitary authorities are charged with sanctioning abuses which they have no power to remedy except at the risk of endangering the public health.

By the Laws of this State, passed in 1863 (page 573), it is distinctly declared that "all vessels from any place where diseases subject to quarantine restrictions existed at the time of their departure, arriving between the 1st day of April and the 1st day of November, shall remain at Quarantine at least thirty days after their arrival and at least twenty days after the discharging of their cargoes, unless the Health Officer of the port shall sooner grant a permit for any such vessel or cargo or both to proceed." In many instances the Health Officer is obliged, in

THE INTERESTS OF COMMERCE,

to exercise this discretionary power, and in the case of vessels arriving without clean bills of health, but upon which no case of sickness has occurred during the voyage, has been in the habit of restricting them to the more isolated docks in New York and Brooklyn. The propriety of this, in the absence of suitable quarantine warehouses, is too apparent to admit of question, as the only alternatives at present open to the Health Officer. If this is not done the detention of these vessels for the time prescribed by law or their discharge in the stream by lighters at a large expense, is equally destructive to the commercial interests of the port.

The practice of restricting vessels from doubtful ports to the more isolated docks in Brooklyn has existed ever since the destruction of the old buildings of Quarantine, and is based upon the laws which give the Health Officer the power to prescribe such regulations as he may deem expedient in reference to vessels subject to quarantine, a right which has always been recognized by the Boards of Health of New York and Brooklyn, and in the enforcement of which they have up to the present time given every assistance to the Quarantine authorities.

THE WISDOM OF THIS COURSE

is easily understood, as there is no doubt that the Health Officer who boards a vessel and is cognizant of all the facts concerning her voyage as well as of the port from which she sailed, is better able to judge of what restrictions she ought to be subjected to than a clerk in the Health Office of New York or Brooklyn, who, in nine cases out of ten, knows no more about the vessel than what is told him by the broker's boy who carries the Health Officer's permit to him. This permit the law requires to be exhibited at the offices of the Boards of Health of New York and Brooklyn, but neither the Quarantine nor Health laws give them

THE POWER TO ALTER

or change it, or in any way to interfere with the regulations of the Health Officer of the port, except whenever in their judgment the public health shall demand it they may order any vessel at the wharves of either city to return to Quarantine, or other place of safety.

During the present season, however, Dr. Cochran,

THE NEWLY FLEDGED HEALTH OFFICER OF BROOKLYN,

desirous of enlarging his sphere of operations to the port as well as the city of Brooklyn, has seen fit to change the Health Officer's permits to suit his own views, as well as those of a number of his constituents and intimate friends in the storehouse business, without making any inquiries as to reasons for restricting certain vessels to the more isolated docks at Red Hook, and has assumed that his signature to a permit would be all powerful and override all Quarantine regulations and rules.

Dr. Cochran's first attempt in that direction which came to the notice of the Health Officer of the Port was that of the bark Anna M. Gray from Havana (alluded to in the HERALD of yesterday), where the yellow fever is existing in an epidemic form. He gave the captain of that vessel a permit to proceed from a dock at Red Hook, where she was sent by the Quarantine authorities, to the stores of

HIS FRIEND MR. PRENTICE,

on the East river, totally ignoring the fact of the terrible fever prevailing at the port of her departure, although in assuming the responsibility of her removal he might endanger the health of those whose interests it should be his duty to protect. The captain of the Gray, fortunately for himself, before removing his vessel, went to consult the Health Officer at Staten Island if this change in his permit had been authorized. Upon being told that the removal of his vessel without the Quarantine authorities' consent, would subject him to a fine of $2,000 and one year's imprisonment in the State Prison he concluded to allow Dr. Cochran to select some other subject for a test case. Unable to persuade the master of the Anna M. Gray to make a martyr of himself by removing his craft to his friend's stores Dr. Cochran began a wholesale alteration of the Health Officer's permits, in the hope that some unsophisticated "skipper," deceived by the high-sounding title of "Health Officer of Brooklyn," would fall into his snare.

THE WAR.

On Saturday last, it being ascertained by the Quarantine authorities that a number of vessels had been removed from docks where sent by them and distributed among the storehouses owned by Cochran's friends, in the neighborhood of Fulton and Wall street ferries, the steamer Andrew Fletcher, with a force of police on board, was despatched to these piers, with a view of enforcing the law made and provided for such cases.

The law is as follows:—

Whenever the Health Officer in the performance of his duties, and in the execution of the powers imposed and conferred upon him by law, or by any regulation or ordinance made in pursuance of any statute of this State, shall order or direct the master, owner or consignee of any vessel subject to quarantine to do any act or thing, or comply with any regulation, relative to said vessel, or to any person or thing on board thereof, and said master, owner or consignee shall neglect or refuse to comply with such order or direction, the said Health Officer shall have power to employ such persons and assistance as may be necessary to carry out and enforce such order and direction, and the persons so employed shall have a lien on such vessel, her tackle, apparel and furniture, for their services and expenses.

Upon arrival the first vessel to which attention was directed was the schooner Rough Diamond, of Matanzas, which arrived a few days since from that port, and not having a clear bill of health, was restricted by the Health Officer to a position outside of the Atlantic docks. This vessel it was ascertained had been removed under a permit of Dr. Cochran to Prentice's store; at the time of the removal her captain was not on board. When spoken to the officer in charge of the schooner expressed his willingness to comply with the Quarantine regulations, and did not dissent to the Andrew Fletcher's taking her in tow back to the place where she had permission to discharge. As this was about being done Mr. Prentice made his appearance

ON THE SCENE,

accompanied by a tall, burly man, clad in a long black coat, and apparently the compound of an itinerant Methodist preacher and an English "navvy," who took particular pains to impress upon the minds of an admiring crowd of his fellow countrymen, in rich old brogue, that he was the "Health Officer of Brooklyn," and that he "would have captains and vessels go where he wanted them." All this time the perspiration rolled down Dr. Cochran's cheeks, and, with sleeves rolled up to his elbows, exhorting a rabble armed with clubs and axes, he presented, to say the least, decidedly an unprofessional appearance.

Mr. Prentice opened the engagement by cutting the Fletcher's hawser, while fast to the schooner (which, by the way, cost the State $300), and at the same time threatened to maltreat the officer in charge of the schooner if he did not leave it forthwith.

Dr. Cochran continued his haranguing in the most excited and frantic manner, seemingly in great danger of having an apoplectic fit.

Seeing that nothing could be done with the force of officers on board the Fletcher the authorities decided to call assistance, in the shape of the Harbor Police boat, which they did by going for it, when the sergeant in command promptly directed the boat to accompany the Fletcher, which was done. On returning it was found that Dr. Cochran and Mr. Prentice had been

MARSHALLING THEIR FORCES

and had assembled some 500 longshoremen, all armed with clubs, axes or other deadly weapons, threatening to dismiss the first officer who would endeavor to execute the Quarantine officer's warrant. Notwithstanding this demonstration the Harbor Police said they would soon clear the dock of the rabble, but were somewhat afraid that, under the present laws governing the police of the two cities, they might not be justified in doing so, although their desire was great.

As it had now become nearly dark little else could be done by the Quarantine authorities, and those on board the Fletcher decided to return to Quarantine and leave the whole matter to the courts.

It is understood complaints will be made to-day against the captains of the vessels who have violated the Quarantine laws, as well as against Mr. Prentice and Dr. Cochran, for opposing and resisting Quarantine officers in discharge of their duties.

DR. COCHRAN'S STATEMENT.

The following is said to be Dr. Cochran's statement of the affair:—

About seven o'clock on Friday evening a gentleman came up to me from the Baltic street dock and told me that certain vessels were about to be removed from the docks to Quarantine. One was a bark at Baltic street, a brig at Prentice's dock and a ship at Union stores. I went to the Baltic street vessel first and ordered her officers to drop their anchors. From the Baltic street stores I went over to Pierrepont's stores, and when I got there I found that the Quarantine boat Fletcher had already commenced to tow the ship away from there. John H. Prentice met me on the dock and told me the whole story. When I went there they had got the steamer Fletcher under way, and I gave orders to cut the hawsers. I told them they did not belong to Brooklyn at all. The boat had got her hawsers all ready, and was then just about to start, when I gave the orders to cut the ropes. When these vessels come to Brooklyn they are our vessels, and they are anchored now beside our docks. These quarantine gangs are a d——d thieving crowd, and I am acting under the instructions of the Brooklyn Board of Health, under legal advice of good counsel. This is but a continuance of the thieving operations of three or four years past, and I am going to take care of our own interests among the shipowners and merchants when they come here. Those quarantine sharks charge from eighty to ninety cents a ton lighterage, and I don't want the merchants of New York to be robbed in this way. I also want the rights of Brooklyn protected. The police boat of New York was there, but I told them to go home, that they were trespassers. I ordered the men to cut the hawsers of the steamers if she attempted to remove any vessel from here. I had a large gang of men, good, hardy Irishmen, but one of the police captains refused me men when I asked him for them. I am going to be boss on this side of the river, or I will not be here. I don't want to be Health Officer whenever I can't protect the rights of Brooklyn. When the hawsers were cut they attempted to get another; but I got a policeman, and told the men on the dock I told them to cut everything they came across. I want to know whether the police boat belongs to us or not; whether she has the right to come over here? The Fletcher went to New York and got the police boat, and when they came over I advised the men quietly to get on board their own boat. The officers took it—I had good care to stay on board the Fletcher. I believe that Dr. Carnochan is a d——d rascal; when he sends any ship here that has got anything wrong, so if he does send a ship here he has got no business to send her to any particular dock. If there is anything wrong on the other side let him keep them there, but if they get a clean bill of health they must not name any docks for them to come to. When they come here they can go to any dock they please. But Dr. Carnochan must not send his steamers here to take them back because they do not go into Billy Bean's dock or any other dock in particular. I am guided by the Board of Health of Brooklyn in this matter, and I believe I am right.

The demonstrative young Brooklynite has addressed the following letter to the Quarantine Commissioners. It will be seen that

GEORGE WANTS INFORMATION,

which, of course, he will get without delay:—

TO THE COMMISSIONERS OF QUARANTINE:—

GENTLEMEN—Will you please inform me by what law or by what authority certain warehouses in this city are exclusively designated for the reception of merchandise out of quarantine? And by what right the attempt has been made to remove vessels from our wharves by direction of the Health Officer of the port of New York?

By what section of any law have the Quarantine Commissioners or any other officers the right, after a vessel leaves quarantine with a clean bill of health, to dictate what wharf or wharves she shall go to in Brooklyn? Yours, respectfully,

GEORGE COCHRAN, Health Officer of Brooklyn.

JUNE 10, 1870.

The general sentiment, founded upon Dr. Cochran's statements, is that if the quarantine authorities grant a permit to a vessel to come up from quarantine the owners have a right to bring her to any wharf in Brooklyn.

DEATH OF WILLIAM GILMORE SIMMS.

The well known and popular Southern novelist William Gilmore Simms died at the residence of his son-in-law, in the city of Charleston, S. C., on the evening of Saturday last. Mr. Simms was born in the city in which he breathed his last, on the 17th of April, 1806. At an early age he was left an orphan, and the only fostering care which was thrown over his early years was such protection as his grandmother, an old lady whose means were rather limited, could afford. Under such circumstances it may naturally be inferred that the early education of the future novelist was poor, indeed. Yet we find that at the age of eight years he indulged in poetry and wrote verses. He was, even at this early age, a great reader, and devoured eagerly all the books within his reach. This stood him in after years, and served, in a measure, to supply the deficiency of a regular education. To practise medicine was his first aspiration; but this, it seems, was abandoned, and the study of law next became the object of his ambition. He, however, practised law but a short time. He then entered journalism and commenced by editing the Charleston *City Gazette*, a political news sheet of Union or anti-nullification principles. The *Gazette* failed, and Simms becoming disheartened or discouraged forsook journalism and devoted himself to literature proper. In this pursuit he made rapid success. One of his first novels, if not the first, was "Martin Faber," was a hit. The book was well written and deserved the success it won. For an unknown author this success was fame and fortune. Encouraged with the reception of this work Mr. Simms set to work with renewed vigor, and novel after novel followed each other with astonishing rapidity.

As a biographer Mr. Simms has produced four creditable works. "The Life of Bayard" is one upon which he seems to have bestowed most attention. As a poet he has written more perhaps than any other Southern writer. Among the best known of his poetical works are those of "Atalantis," "The Vision of Cortes" and "The City of the Silent." He also took part in politics, and served one term in the Legislature of South Carolina. During the late war he wrote many stories, the best known of which was a humorous novel entitled "Paddy McGann, or the Demon of the Stump."

As a novelist Mr. Simms belonged rather to the old school of romance writers than to the school of Dickens, of Collens, or of Reade. His poetry was fair, nothing more. His lively humor, fascinating conversation, pleasing anecdotes made his company much sought after, and his death will be learned of with regret by many who knew and prized him for those qualities of head and heart which invariably make men respected, esteemed and loved.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	4 28	Moon rises....eve	— —
Sun sets	7 32	High water, morn	8 02

OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF JUNE AND JULY.

Steamer.	*Sails*	*Destination.*	*Office.*
Etna	June 14	Liverpool	15 Broadway.
Nebraska	June 15	Liverpool	29 Broadway.
America	June 16	Bremen	68 Broad st.
Deutschland	June 18	Bremen	68 Broad st.
England	June 18	Liverpool	69 Broadway.
City of Wash'ton	June 18	Liverpool	15 Broadway.
Anglia	June 18	Glasgow	7 Bowling Green
Manhattan	June 22	Liverpool	29 Broadway.
Dorian	June 22	Glasgow	7 Bowling Green
New York	June 23	Bremen	68 Broad st.
St Laurent	June 25	Havre	58 Broadway.
City of London	June 25	Liverpool	15 Broadway.
Virginia	June 25	Liverpool	69 Broadway.
Rhein	June 25	Bremen	68 Broad st.
Australia	June 25	Glasgow	7 Bowling Green
Minnesota	June 29	Liverpool	29 Broadway.
Sidonian	June 29	Glasgow	7 Bowling Green
Hansa	June 30	Bremen	68 Broad st.
Pennsylvania	July 2	Liverpool	69 Broadway.
Paraguay	July 2	London	54 South st.
Donau	July 2	Bremen	68 Broad st.
Idaho	July 6	Liverpool	29 Broadway.
Perelre	July 9	Havre	58 Broadway.
Bellona	July 16	London	54 South st.

PORT OF NEW YORK, JUNE 12, 1870.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Manhattan (Br), Williams, Liverpool June 1 and Queenstown 2d, with mdse and passengers, to Williams & Guion.

Steamship City of Mexico, Timmerman, Vera Cruz May 30, Sisal June 3, and Havana 7th, at 6 20 PM, with mdse and passengers, to F Alexandre & Sons. June 7, off Havana, spoke brig E O Burnham.

Steamship Virginia, Kennedy, Galveston June 2, via Key West 6th, with mdse and passengers, to C H Mallory & Co.

Steamship Gen Barnes, Mallory, Savannah June 9, with mdse and passengers, to Livingston, Fox & Co.

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

Steamship E C Knight, Bedell, Georgetown, DC, with mdse and passengers, to G R Merrick.

Steamship Fanita, Freeman, Philadelphia, with mdse, to J Lorillard.

Ship Hereford (Br), Gardner, Calcutta and Sand Heads March 8, with mdse, to Peabody, Willis & Co. Passed Cape of Good Hope April 28, crossed the Equator May 17 in lon 35 W; had light winds and calms the entire passage; 8 days N of Hatteras.

Ship Brithania (of Boston), Webb, Callao Feb 4, via Hampton Roads June 7, with guano to Heriado & Co—vessel to E C Ferguson & Co. Passed Cape Horn March 17, crossed the Equator April 29 in lon 35; March 5, lat 42 S, lon 92, had a heavy gale from SW, lasting 48 hours, in which had decks swept, losing 9 casks of water; sprung all three topmasts, lost and split sails; had light winds most of the passage; March 18, lat 32 42 S, lon 62, exchanged signals with ship H L Richardson, from London for Callao.

Bark Ferndale (Br), Frazer, Singapore March 5, with mdse, to order. Passed Cape of Good Hope April 19, and crossed the Equator May 15 in lon 36 W; had fine weather throughout the passage.

Bark Jens Brandt (Nor), Hansen, Cardiff 51 days, with railway iron, to order. Has been 21 days west of the Banks with light winds, calms and thick fog.

Bark Bertha Rod (Nor), Rod, Buenos Ayres, 45 days, with hides, &c, to Funch, Edye & Co. Crossed the Equator May 19, in lon 34, W; had light winds and calms the entire passage.

Bark Lord Baltimore (Br), Lanfare, Rio Janeiro, 42 days, with 5,575 bags coffee and 5 passengers to E D Morgan & Co, vessel to Pendergast Bros & Co. Crossed the equator May 21, in lon 45 W; had very light winds the last fifteen days.

Bark Gussie Truman, Anderson, Cardenas, 13 days, with sugar, to Miller & Houghton. Had light winds.

Brig Adamo (Ital), Mancino, Licata, 99 days, with sulphur, to order. Passed Gibraltar April 17.

Brig Delphin (NG), Hulfer, Rio Janeiro, March 4, via Hampton Rads June 9, with coffee, to Hermann, Koop & Co. Crossed the equator April 5.

Brig Ella Maria (of Portland), Berry, Havana, with molasses, to Brown Bros—vessel to Miller & Houghton. Had light airs and calms the whole passage.

Brig Phebe Helen (Br), Dill, Cienfuegos 25 days, with sugar to Fowler & Jova—vessel to J F Whitney & Co. Has been 8 days north of Hatteras with light winds and calms.

Brig Alice (Br), Simpson, Caibarien 11 days, with sugar to order—vessel to Henry & Parker. Had light winds and fog; 6 days north of Hatteras.

Brig Alfaratta, Wallace, Sagua 15 days, with sugar, to Moses Taylor & Co.

Brig George (Br), Graham, Glace Bay, CB, 13 days, with coal, to Hatton, Watson & Co. Had light easterly winds and calms.

Schr Rebecca C Lane (of Vinalhaven), Whittemore, Para, 25 days, with nuts and skins to L E Amsink & Co. Had light winds the whole passage.

Schr Atlantic (Br) Davison, Caibarien 18 days, with sugar to Crandall, Berteans & Co. Been 9 days north of Hatteras, with light winds and calms.

Brig Mary Gibbs, Coggins, Glace Bay, CB, 12 days, with coal to Geo H Brewer, vessel to Thompson & Hunter.

Schr Right Bower, Brown, Galveston 19 days, with hides, &c, to master.

Schr M J Russell, Smith, Jacksonville, 10 days, with lumber to master. Is bound to New Haven.

Schr Wm H Jones, Valkenberg, St Marys, Ga, 10 days, with naval stores to A Abbott.

Schr My Rover, Brown, Charleston 11 days, with lumber, to N L McCready & Co. Had light winds and calms.

Schr Mary Louisa, Gaskill, Washington, NC, 3 days, with naval stores, to Z Mills.

Schr John Forsyth, Applegate, Virginia.
Schr Moses G Leonard, Lyman, Virginia.
Schr H P Simmons, Hooper, Virginia.
Schr B Stickney, Scull, Virginia.
Schr Onrust, Keefe, Virginia.
Schr Adaiza, Loveland, Virginia.
Schr Sea Bird, Hogan, Virginia.
Schr H T Wood, Curles, Virginia.
Schr Monteveo, Lippincott, Virginia.
Schr L H Hopkins, Predmore, Virginia.
Schr John Forsyth, Applegate, Virginia.
Schr Maria & Elizabeth, Soper, Virginia.
Schr Magnolia, McLaughlin, Virginia.
Schr Edward Slade, Soper, Alexandria.
Schr B C Terry, Birdsall, Georgetown, DC.
Schr Lucy Jane, Collins, Georgetown, DC.
Schr J A Burkele, Rutledge, Baltimore for New Haven.
Schr Frank Walter, Brewster, Philadelphia for New Haven.
Schr Harriet Newell, Gould, Macchias, 6 days, with lumber, to Simpson & Clapp.

The steamship Virginia arrived 11th inst, and her full report should have appeared in yesterday's edition, the indifference of the purser being the cause of our not getting it. The captain reports experienced strong westerly gales up to the 6th, since then moderate northerly winds and much fog; was detained off Sandy Hook 24 hours by a dense fog; June 2, lat 47 46, lon 30 25, passed bark Richard Taunton, bound W; 5th, lat 41 31, lon 53 12, saw a Dutch bark, bound W, showing numerical numbers J M V B; 8th, lat 41, lon 57 48, a Bremen steamer, bound E; 10th, steamship City of Manchester, hence for Liverpool; same day, a German steamer, bound E; 11th, passed steamships Ville de Paris, City of Brussels, Weser, and France, all going E.

Passed Through Hell Gate,

BOUND SOUTH.

Steamship Acushnet, Rector, New Bedford for New York, with mdse and passengers, to Ferguson & Wood.

Schr Harriet, Crowley, Machias 9 days, for New York, with spiles to Snow & Richardson.

Schr S S Smith, Snow, Wareham via Bridgeport for New York, with nails to Parker Mills.

Schr Justice, Briggs, Newport for Elizabethport.

Schr Lodowick Bill, Brockway, Portland, Ct, for New York.

Schr Falcon, Wheeler, Stratford for Elizabethport.

Schr Kate Gordon, Smedley, Port Jefferson for New York.

BOUND EAST.

Brig Burmah, Winslow, Port Johnson for Portland.
Brig L W Baton (Br), Ross, New York for St Johns, NF.
Brig Export (Br), Rawding, New York for Clementsport, NS.
Schr Henry Hartean, Jones, Pensacola for Fall River.
Schr Anthes Godfrey, Godfrey, Jacksonville for Hartford.
Schr Lucy Jones, Lindsey, Baltimore for Boston.
Schr A Pharo, Shourd, Philadelphia for Providence.
Schr Maud Lindsley, Hodgdon, Port Johnson for New Haven.
Schr New Regulus, Hallett, Port Johnson for New Haven.
Schr Albert Treat, Sawyer, Port Johnson for Boston.
Schr James Hoffman, Shropshire, Port Johnson for Hartford.
Schr Eliza, Hale, Port Johnson for Bridgeport.
Schr Abbie Wasson, Horton, Elizabethport for Cambridgeport.
Schr Frank Maria, Wood, Elizabethport for Salem.
Schr Baker, Hunt, Elizabethport for Providence.
Schr Eliza, Mott, Elizabethport for Providence.
Schr F Merwin, Bunce, Elizabethport for Providence.
Schr A B Hayes, Barlow, Elizabethport for Providence.
Schr Daniel Morris, Manson, Elizabethport for Providence.
Schr Loon, Smith, Elizabethport for New Haven.
Schr Charles Hawley, Bennett, Elizabethport for Stonington.
Schr Race Horse, Joy, Elizabethport for Newburyport.
Schr Adriana, Benton, Elizabethport for Newburyport.
Schr Harriet & Sarah, Smith, Elizabethport for Norwich.
Schr R H Daly, Lanfair, Elizabethport for Norwich.
Schr Benjamin English, Kelley, Elizabethport for Norwich.
Schr Raven, Parker, Elizabethport for Boston.
Schr Ida, Deering, Elizabethport for Taunton.
Schr Joseph, Skidmore, Elizabethport for Fairhaven.
Schr Susan Hall, Hone, Elizabethport for Middletown.
Schr David Nelson, Studley, Elizabethport for Portchester.
Schr Tryall, Soule, Albany for New Bedford.
Schr Wm B McShain, Miller, Rondout for Hartford.
Schr E Brainard, Hulse, Rondout for Middletown.
Schr Lucy C Hall, Hall, Rondout for Pawtucket.
Schr E A Chesbro, Robinson, Rondout for Pawtucket.
Schr Fashion, Young, Rondout for Providence.
Schr Helen Mar, Bunce, Rondout for Providence.
Schr Mary Shields, Waitt, Hoboken for Augusta, Me.
Schr Henry R Drew, Miller, Hoboken for Bridgeport.
Schr Stranger, Davis, Hoboken for Bridgeport.
Schr Gen McClellan, ——, New York for Portland.
Schr Wm Gray, Hart, New York for Providence
Schr A Hubert (Br), Torjeon, New York for Halifax, NS.
Schr Gen Washington, Hendrickson, New York for Rockland.
Schr Amelia, Elms, New York for Rockland.
Schr E M Smith, Chase, New York for Fall River.
Wind at sunset SE.

Marine Disasters.

BRIG ORIENT (Br), Borlase, from Navassa for Londonderry, with guano, foundered off Mole St Nicolas (off the NW coast of St Domingo) no date. The master and crew saved themselves in the boats and landed at Gonaives, and were sent to Liverpool.

SCHR BONNY IVES, Holt, from Ellsworth for Providence, which arrived at Newport 9th inst, reports AM of 5th, fog so thick could not see the length of the vessel, was run into off Cape Cod by an unknown fishing schr, bound for Wellfleet, and lost jibboom. The other vessel was badly damaged, having quarter stove, &c.

SCHR MARY HURD, Cahoon, at New Bedford 10th inst, reports carried away head of foremast on the 4th in Vineyard Sound.

HONG KONG, April 18—The bark Parsee, Soule, hence for Swatow March 11, has been wrecked off Chimmo Bay; the master and crew were taken to Swatow by H M gunboat Banterer.

PERNAMBUCO, May 11—The Malacca, Danson, from San Francisco for Liverpool, put in here 6th inst with loss of topgallantmasts, mizzentopmast and topsailyards, decks swept and cabin carried away.

SAN FRANCISCO, June 11—The Northern Transportation Company's steamer Active, while on the way from Victoria to this port, was wrecked 22 miles south of Cape Mendocino on the 6th inst, during the prevalence of a dense fog. The passengers and a portion of the baggage were saved, but the vessel is a total loss.

Miscellaneous.

We are indebted to Messrs Geo A Philips & Collins, shipping merchants of South street, for favors received.

We are under obligations to the purser of the steamship City of Mexico, from Vera Cruz and Havana, for his attentions.

Purser L L Young, of the steamship Gen Barnes, from Savannah, has our thanks for favors.

LAUNCHED—At Quebec recently, by McKay & Warners, bark Alice, 860 tons, owned by parties in Philadelphia and Capt Charles B Dix, of Tremont, who is to command her. She is built of hacmetac and pitch pine, diagonally strapped with iron on outside of frame, and with iron hanging and lodging knees.

The Port Jefferson Press of the 2d inst says Messrs C L Bayles & Son launched from their yard at Port Jefferson on the 1st a schr of 50 feet keel, 22½ feet beam, 8½ feet hold, 150 tons carpenter's measurement, owned by parties at Belize, Honduras, and to be employed as a packet between Belize and Havana; also that on the 4th James M Bayles & Son would launch a schr of 54 feet keel, 22½ feet beam, 8½ feet hold, 64 tons, for Capt Jesse Hulse and others. It adds that before these vessels were launched there were being built on the shore of Port Jefferson Bay nine vessels, with an aggregate tonnage of 3,800.

Whalemen.

Bark John Carver, Edick (late Worth, who left her at Talcahuano), arrived at New Bedford 10th inst, from Arctic Ocean, Honolulu Dec 14, Talcahuano March 10, with 800 bbls wh oil and 14,000 lbs bone. Sent home 70 bbls sp, 700 do wh oil and 11,000 lbs bone. Has on freight 1300 bbls wh oil from ship Cornelius Howland.

Bark Rescue, Macomber, from Pacific Ocean, was below New Bedford 10th inst.

Schr C L Sparks, Roberts (not the Charles A Cook), Provincetown, was at St Nicholas, CVI, May 3, oil not reported.

Spoken.

Bark Peron (Fr), Crequer, from Bordeaux for San Francisco, April 1, lat 28 S, lon 44.

Brig Eclipse, from New York for Antigua, June 3, off Hatteras.

Schr Ella Howell, from New York for Nassau, June 2, off Hatteras.

Foreign Ports.

ANJIER, April 9—Passed by, Panama, Pettingill, from Manila for NYork; Galatea, Crowell, Iloilo for do; 10th, Esperanza, Wilson, Hiogo for do; 13th, Banian, Chase, Shanghae for do.

ANTIGUA, May 13—Arrived, schr Anna A Holton, Gordon, St Martins; 26th, brig Brooklyn, Gardner, Port Medway, NS.

BRISTOL, May 28—In port, loading, Eliza Avelina, Dowling, for Boston; Gannymede, Nielsen, and Charlotte, Stief, for Philadelphia; John Clark, Ross, for Calcutta; Mary G Reed, Welt, and Ocean Phantom, Hesselton, for NYork.

BORDEAUX, May 27—Arrived, Blue Nose, Rettie, NYork.

Sailed from Pauillac 26th, Missouri, Lang, and Alcyon, Wark, NYork.

BAHIA, April 26—Arrived, Olinda, Prowse, NYork via Pernambuco; 28th, Theresa, Bruning, Richmond, Va.

CARDIFF, May 28—Arrived, Union, Austin, Havre; E Greeley, Halcrow, Antwerp.

Sailed 28th, N E Gardner, Journay, NYork.

Cleared 27th, Louisa, for NYork; Lyra, for Portland.

CIENFUEGOS, June 2—Sailed, brigs Alpha (Br), Dow, New York; Prairie Rose, Griffin, Philadelphia.

DEAL, May 28—Arrived, Rhine, Jordan, London (and sailed for NYork); 30th, Constance, Johnson, do for Baltimore.

DARDANELLES, May 19—Passed upwards, Natale, Granich, from Philadelphia.

GLOUCESTER, May 28—Arrived, Orion, Kruger, NYork.

GENOA, May 25—Arrived, Albert Georges, Allias, NYork.

GIBRALTAR, May 16—Arrived, brig Eolus, Perkins, New York; 17th, barks Tericina (Ital), Viola, and Fury, Wilson, do.

Sailed 14th, bark Union (Br), Green (from NYork), Cadiz; 16th, schr Little Reaper, Carey (from Palermo), Boston.

HAMBURG, May 27—Sailed, Jenny, Henrich, NYork via Bremerhaven (not NYork direct as before reported).

HAVRE, May 27—Cleared, Alicia, Stuart, Cardiff and United States; Southern Rights, Weymouth, Shields and do; Thos Harward, Strickland, Newport and do.

HAVANA, June 5—Arrived, schr Agnes, Blair, Wilmington, NC.

Sailed 3d, brig Hiram Abiff, Tibbetts, north of Hatteras; 5th, barks Welkin, Blanchard, Falmouth; Antonieta (Sp), Romagnera, New Orleans; Orchilla, Havener, Caibarien; brig R S Hassell, Clifford, Sagua; 6th, bark Eliza White, Look, Baltimore.

ISLE OF WIGHT, May 29—Off, brig Carl, from NYork for Bremen.

LIVERPOOL, May 28—Sailed, Rose Brae, Brimage, Richmond, Va; Coromandel, Chapman, Philadelphia; Johannes, Kloekgeter, NYork; Valetta, Foster, Montevido and San Francisco.

LONDON, May 29—Sailed from Gravesend, Robena, Mudgett, NYork (and anchored at Deal 30th).

MARSEILLES, May 25—Sailed, Psimas, Knight, Boston.

MATANZAS, June 3—Sailed, brigs Clara J Adams, McFadden, NYork; Loch Lomond, Serval, Philadelphia.

NEWPORT, May 25—Sailed, Aberdovey, for the United States; 26th, Empress, Pugsley, Savannah; 27th, Grace, Bogart, NYork; 30th, Bayelaw, Anderson, do.

NANTES, May 27—Sailed, New York, Savarese, NYork.

PERNAMBUCO, May 9—Arrived, Union, Lebrocq, NYork. Sailed April 28, Julia Blake, Dey, Boston.

PORT SPAIN, May 20—Arrived, bark Mayflower, Dill, Barbados.

Sailed 20th, schr J S Lee, Carr, NYork.

QUEENSTOWN, June 12—Arrived, steamship Nevada Green, NYork (June 11 for Liverpool (and proceeded).

SCILLY, May 27—Off, ship Victor (Nor), from Pensacola for Havre.

SAVILLE, May 22—Sailed, Jesse Carll, Underhill, NYork.

ST THOMAS, May 12—Arrived, brig Robt Dillon, Blatchford, Guadaloupe (and sailed 14th for St Jago); 17th, bark Fearless (Br), Patrick, Buenos Ayres; 23d, brigs Ella Vail (Br), McNeil, Martinique; Etta M Tucker, Tucker, Buenos Ayres (and sailed 24th for Porto Rico); schr N Smith, Boyd, Buenos Ayres; 24th, brigs R Wright, Walker, Guadaloupe (and sailed 25th for Porto Rico); 27th, Tiber (Br), Keating, NYork; Antoselli (Br), McClellan, Rosario.

Sailed 13th, bark Charles & Edward (Br), Corrsmon, Porto Rico; brigs Maria White, Bryant, and Lewis Clark, Hartlett, do; 14th, bark Kate Smith (Br), Hamilton, Turks Island; brig Howard (Br), Saulnier, do; 16th, bark Hyack (Br), McKoy, Porto Rico; brigs Jane Goodyear (Br), Davis, do; J Blenkhorn (Br), Williams, St Croix; 17th, A G Jewett, Reed, Inagua; 18th, Arctic (Br), Morris, Humacao; 27th, bark Cenaur (Br), Williams, New Bedford.

TENERIFFE, May 17—Arrived, Thomas Pope, Land, New York.

American Ports.

ALEXANDRIA, June 10—Arrived, brig E H Heslen, Boston; schrs R C Stannard, A Vanciceave, Sarah Wood, and Carrie Heyer.

Sailed—Schrs Fly, Pawtucket; A G Ireland, NYork; Pinta, Boston.

BOSTON, June 10—Cleared, steamship Oriental, Snow, Savannah (and sailed); bark Express (Sw), Petterson, Frontera; brig Valencia, Richardson, Galveston.

11th, AM—Arrived, bark Eva H Fiske, Emery, Leghorn; schr H Curtis, Richardson, Jacksonville.

Cleared—Steamship Tripoli (Hs), Moreland, Liverpool via NYork; ship Messenger, Leavitt, St Bartholomew; brig Abbie P Larrabee, Wardwell, St Domingo; schr J F Wyman, Uranu, Boston.

12th—Arrived, steamship Malta, McDowall, Liverpool; bark Richard (NG), Crepin, Antwerp.

BANGOR, June 8—Cleared, brig Lady Monck, for Port au Prince.

BELFAST, June 5—Arrived, schr Forest City, Davis, Elizabethport.

CHARLESTON, June 11—Arrived, steamship Tennessee, Chichester, NYork.

Sailed—Steamship Champion, Lockwood, NYork; schr Montana, Boston.

12th—Arrived, steamship Dictator, NYork.

EASTPORT, June 6—Arrived, schrs Island Belle, Ingalls, NYork; Gen Meade, Alley, do for Calais.

Cleared 2d, schr Starlight, Blatchford, NYork.

FALL RIVER, June 9—Arrived, schr F G Russell, Clark, Pensacola.

GEORGETOWN, DC, June 10—Arrived from Eastern ports, schrs Grace W Holt, Hart; J G Babcock, Smith, and Stephen Morris, Seaman.

Cleared—Schrs Theodore Dean, Phillips, Fall River; R K Vaughn, Risley, Boston.

HOLMES' HOLE, June 10, P M—Arrived, brigs Hattie E Wheeler, Bacon, Cardenas for Portland; Abby Ellen, Satilla River for Bath; schrs Georgia Staples, Lord, Matanzas for Portland; Hattie Ellen, Dix, Arroyo, PR, for Boston; Emma Grinnell (Br), Demoranz, Cape Hayden for do; Vincent White (Br), Hatfield, Cienfuegos for do; Zeta Psi, Thompson, James River, Va, for St Johns, NB; Seventy-Six, Teel, do for Thomaston; Ann E Valentine, Savannah for do; Mary J Ward, Wass, and David Faust, Lord, Alexandria for Boston; Breeze, Overton; Wm Wall