MILITARY EXCURSIONS.

The Ninth Regiment Forms, Parades, Marches and Goes to Yonkers on the James Fisk, Jr.—How It Masters Military Science.

Two things will draw a crowd in New York at any time—a band of music and James Fisk, Jr. Both were stationed opposite the Grand Opera House, Twenty-third street and Eighth avenue, last evening, in company with the Ninth regiment, of which Mr. Fisk is the Colonel. To suppose that such a tripartite unity would not make a sensation is a very erroneous hypothesis. This was proved last night when an immense throng blockaded the thoroughfare from seven o'clock to nine in the evening. The battalion assembled at the armory precisely at seven o'clock; the company roll calls were immediately disposed of, and then the several companies were marched to the Opera House, where the line was formed, with the right resting on Eighth avenue. Colonel Fisk appeared promptly before the southern vestibule of the Opera House, attired in his illustrious garb—the same uniform that has been such a fruitful theme for

LUNATIC SCRIBES.

The Colonel looked well and the people looked very well at him; and both the Colonel and the people seemed to be abundantly satisfied. His staff was gathered about him, and the field officers glittered with gold and smiles. The crowd was of course pleased, amused and often astonished; pleased at the music—very good music—and the pretty ladies; amused at the extravagant display of tinsel and gaudy ornamentation; and astonished at the large number of men the regiment was able to turn out for the occasion, amounting to about 650. When the line was formed an opportunity was given to see and judge well of the full dress uniform, embracing the white cross and body belts and white gloves. The effect was fine, but it must be regretted that the battalion was all uniforms and equipments—that is, there was little military about it. Of course the men were formed on the proper alignment, held their muskets somewhere near an acute angle with the perpendicular, and did not move more than was absolutely necessary to see what was going on about them. There was a notable absence in anything like style,

MILITARY PRECISION,

a close application to the text of the tactics, not only in the manual of arms but in carriage and movement.

It may not be known that the gorgeous uniforms are padded with more cotton than ever any woman has found it necessary to hide behind, yet such is the fact, and throughout the privates and officers are the productions of their tailors. With such advantages it is a very easy matter to make a battalion a marvel of fine physique as an entirety. But there hardly seemed to be that discipline and perfection of organization necessary to produce a compact body of men moving as one. It looked more like

SOLDIERING

and training. However, there is very good material in the Ninth regiment, and its members are zealous for its future prowess; but they should remember that something besides fine uniforms makes fine soldiers.

Opening of the ranks was poorly executed, and there was nothing in the dress parade to call for approval but the excellent music of the band. When the companies wheeled into column and took up the line of march towards Fifth avenue there was in nearly every company a hardy movement on the left, a breaking in the centre and a wandering of even the pivot itself. On the march the command did better, and here it is hard to discriminate as one can in the manual and in private evolutions. Distance, however, was not kept. There was no accurate measurement by the guides, no concert of footfalls by the men. These remarks are not made to disparage, but simply to indicate that

MUCH REMAINS TO BE LEARNED

and corrected if the Ninth regiment ever expects to reach its worthy ambition of being the best battalion in America. They will have to study the minuter points that polish and produce elegance of movements as found at West Point, in the regular army, at the Naval Academy or in the Seventh regiment. The command, however, deserves praise for its efforts in numerous drills; but it cannot be exempt from criticism as long as it drills as it did last evening in a moonlight parade, which means nothing less than that the regiment desires the public to see what it can do.

The regiment marched up Twenty-third street, through a large throng to Fifth avenue; down the avenue to Fourteenth street, then returning to the North river at Twenty-third street. At about ten o'clock the regiment embarked

ON BOARD

the ferryboat James Fisk, Jr. There were 100 kegs of lager on board, which the members assailed upon boarding the vessel. Ham, tongue, cold roast beef, bread (and private bottles of fire-water), sweetmeats and sardines were placed on two tables, one to starboard, the other to port, and the campaign began at once. The first victory was a conquest of the stomach, which many doubtless thought might commemorate the "Black Friday of the morrow." As the vessel steamed away there were cheers. She started for Yonkers, but with no moon. How and when she comes back depends something upon how the liquor holds out.

The Old 'Uns of the Seventh "On the Beach at Long Branch"—A Jolly Good Time All Around.

The long contemplated excursion of the Veteran Corps of the Seventh regiment to Long Branch took place yesterday, and was a grand success. At eight o'clock the veterans assembled at their armory, and forming in line marched to the boat, preceded by the full band of the regiment.

The sail down the bay was a most enjoyable one. The band was stationed on the bow of the boat, and greeted the vessels of the different nations that were present with their national airs. The people on board enjoyed themselves by singing and admiring the scenery, and when at length Port Monmouth was reached a general scampering for seats in the cars took place.

A ride of an hour brought the party to the Branch. Upon disembarking a procession was formed, and the band taking its position at the head of the column the line of march was taken up for the Continental Hotel. The visitors were received along the route with cheers and other demonstrations of welcome, and were escorted to the end of the march by a sidewalk brigade of citizens. Arriving at the hotel, the company paraded up and down the lawn twice, when the "parade" was dismissed and a rest of an hour was enjoyed.

At about three drum corps again called the company together, and, assembling on the lawn in front of the hotel, a photograph view of the group was taken. The boys about this time became clamorous for clams, which had been promised, and soon after their sharp appetites were being appeased in the large dining room, which was completely filled by the appreciative gormandizers. The bill of fare, however, was somewhat limited, the dinner consisting only of baked clams, fish and potatoes and roast chicken. This was all that the proprietors had agreed to furnish, and the supply of these edibles was very full. Wine flowed freely, but this was paid for out of the private funds of those who saw fit to order it.

Lunch being finished speeches were next in order. Colonel Lefferts' health being drunk, and loud calls being made for a speech, he responded with a few remarks. He then proposed the health of the white-haired Colonel Vermilyea, whose name was received by a wild burst of enthusiasm. The colonel acknowledged the compliment in a short speech. General Viele being loudly called for he arose, and, in a voice that rang to the farthest limits of the immense dining hall, he made a neat and most appropriate speech. Colonel Shumway, Mr. Jackson S. Schultz and others were also called upon, and responded in a happy manner.

The company now began to devise means for passing away the remainder of the afternoon. Each followed the bent of his inclination and scattered to different localities along the beach. The greater number, however, chose a drive, and the consequence was that every hackman found ready customers and liverymen reaped a rich harvest. At six o'clock the conveyances began to roll in to the hotel again, and half an hour later found the company formed on the lawn, with the band in front, ready for the march to the depot. With three rousing cheers for Mr. Burrows and the Continental Hotel the column moved, and the cars were soon filled with a tired yet happy crowd. A ride of some two hours by cars and boat brought the veterans to the wharf at the foot of Murray street again. The company formed on the pier, the band struck up a lively air and the excursionists marched to the Seventh Regiment Armory and were dismissed.

The excursion was an exceedingly pleasant one, and it is the intention of the veteran corps to repeat it again next year. Mr. Louis B. Rader had the arrangements for the day in charge, and it was owing in a great measure to his exertions that the affair proved so great a success.

ARMY INTELLIGENCE.

Major Rodney Smith, paymaster, is relieved from duty in the Department of Missouri and will be assigned to duty in the Department of Dacotah.

NAVAL INTELLIGENCE.

The reason for relieving Admiral Poor, of the North Atlantic fleet, is because of the law requiring squadrons to be commanded by officers not on the retired list. Admiral Poor, recently retired, is consequently called home for other duties. Other commanders of squadrons, mentioned in recent orders of the Navy Department, are affected in the same manner.

SEIZURE OF SMUGGLED CIGARS.

Inspector Kane, one of the Surveyor's deputies, having received information yesterday that a large quantity of cigars were concealed on board the steamship Pioneer, from Havana, was ordered to make an examination of the vessel. The information proved to be founded upon fact, and the examination resulted in the discovery and seizure of several thousand cigars, comprising the popular brand known as "La Españolas." They were secured with much difficulty, as they had been buried under the coal, and the assistance of several men was required to reach them, it being necessary to remove about twenty-five tons of coal.

THE MYSTIC PARK RACES.

Opening Races at Mystic Park—Two Well Contested Trots.

BOSTON, June 16, 1870.

Close upon the Beacon Park races come those at the Mystic Park, in Medford, some five miles distance from the city, where there is a course and accommodations for visitors far superior to any other trotting park in the vicinity of Boston. There were about 2,000 people present at the opening races to-day, and they all had their fill of interest, excitement and pleasure.

The chief race of the day was for horses that have never beaten 2:34, for a purse of $2,500, divided into prizes of $1,500, $700 and $300. The competing horses were Charles S. Greene's Rollo Golddust, of Utica; Dan Pfiffer's Draco Prince, of New York; Budd Doble's Hotspur, of Philadelphia; O. A. Hickok's Western Girl, of New York; Dan Mace's W. B. Whiteman, of New York, and Dave Blanchard's License, of Boston. The position of the horses in starting was in the order just named.

First Heat.—When the word was given Draco Prince shot foremost of the others by a full length, but by the time the quarter was reached License had got up within a neck of being even, all the others being bunched some lengths behind. License kept up with Draco until long after passing the half-mile pole, and it seemed certain that one or the other would take the heat, and the betting was lively and even on each; but, alas, upon making the homestretch, Draco went up and License became demoralized and Maces Whiteman took the heat, and came in just a half neck ahead of License in 2:23¾. Hotspur was third, Western Girl fourth, Golddust fifth and Draco, who promised so well at the beginning, was behind them all.

Second Heat.—Golddust and License got the lead when the word was given this time, the latter having a trifle the advantage and both being hard pushed by Draco Prince, who finally managed to get in ahead of License and go neck and neck with Golddust to the half-mile post, when the latter broke badly and Mace's horse crept up. Draco shook them all, however, until coming down the homestretch, when Hotspur came for him with a rush; but the Prince, amid great excitement and loud cheers, managed to pass the judges' stand two lengths ahead, winning the heat in 2:24½, Hotspur being declared second, Whiteman third, License fourth, Western Girl fifth, and Golddust sixth.

Third Heat.—Pending the second and third heats the Prince was withdrawn, for what reason did not appear. Considerable excitement ensued while the remaining horses were scoring, and the betting and sales of pools indicated that Hotspur was the favorite by about three to one, and when the start was made the money pending on the result of it was increased by many thousand dollars to what it was when the race commenced. Golddust took the lead when the word was given, and the others were in a line behind, License bringing up the rear at the quarter pole and breaking very badly. Whiteman and Hotspur now pressed closely, and when Golddust broke Whiteman shot ahead, amid the loud huzzas of the assembled mass. Coming down the homestretch it was nip and tuck between Whiteman and Hotspur, but Whiteman's driver applied the lash with a gentle vigor and passed under the wire about a neck ahead, thus winning the heat in 2:23. Western Girl was second and Golddust fourth.

Fourth Heat.—The interest in this heat was very great. Whiteman had a few favorites, but the betting and pool sales were not materially changed from what they were at the beginning of the previous heat. When the word was given it was clear that Whiteman and Hotspur were to do their level best. They started even and kept even nearly all the way around, one or the other ranging a half length sometimes. Coming down the homestretch the excitement and cheers ran high, and when Whiteman passed under the wire a half neck ahead the pandemonium of applause was almost deafening. He won the heat in 2:23¾, and was awarded the race. The second money went to Hotspur and the third to License.

The other race was for three minute horses, for purses of $800, $300 and $100. The competitors were Norcross, Robert Bonner, Rodin's Charley Green, Bowen's Billy Butler and Doty's Lady Augusta, their positions in the start being in the order named. Lady Augusta won in three straight heats in 2:34½, 2:34¾ and 2:32¾. Charley Green got the second money and Butler the third.

TROTTING AT AUBURN.

AUBURN, N. Y., June 16, 1870.

At the sweepstake race to-day, over the Driving Park Course, for a purse of $700, Perew's s. s. Byron, of Buffalo, won in three straight heats, in 2:30, 2:31, 2:31½.

THE SPIRITS AT HOME.

A New York Press Seance Last Night.

Mrs. Margaretta Fox-Kane invited representatives of the leading city journals to her rooms in Thirty-second street last evening, for the purpose of witnessing and testing certain spiritual phenomena. In compliance with this invitation three gentlemen of the press attended last evening and met a small party of ladies and gentlemen, who sat around a plain table going through the usual formula needful for communication with the spirit world, and with results that were satisfactory to all the requirements demanded by any reasonably sceptical mind.

Mrs. Margaretta Fox is one of the Fox sisters known in connection with "the Rochester rappings." It will be remembered that it was then claimed that the Rochester children from their infancy had a faculty for being followed by noises that resembled raps, and which were afterwards developed by slow degrees into a system of communication by which communion with departed friends might be obtained.

Last evening it was fully proved that there could be about the phenomena developed last night no chicanery or collusion. The three gentlemen of the press were informed of certain events in connection with relatives which it was not only not possible for the persons present other than the questioner to have known anything about, but of facts that even the questioner himself was unconscious of until they were brought to his mind by the spiritual communication.

For example, one of the reporters present remarked that he had heard some bad news the previous night, and "the spirits" on the knocking immediately spelt out the Christian name of his uncle, the place where he lived and the month and the year of his death. Before this was done Mrs. Fox was impelled to write "a spirit" note, in which a communication was made from the reporter's uncle. The reporter referred to then stated that he had heard on Tuesday night that his uncle was in a railway accident, was injured, and it was feared fatally, but he had not heard whether his uncle had died or not. He said he should telegraph the next morning and ascertain the correctness of the spirit communication. The phenomena elicited by the questionings of the other two representatives from the two newspaper, were equally remarkable, and equally incapable of being explained by the ordinary or normal modes of communication by science, art, or anything of the earth, earthy. The entire party separated about ten o'clock, lost in wonder and speculation.

THE SECRETARY OF WAR.

General Belknap on a Pleasure our Up the Hudson.

On Thursday morning Major General Belknap, Secretary of War, revisited Newburg (the place of his birth and boyhood) after an absence of many years. The Secretary was accompanied by his wife and son and Miss Belknap, his sister. They reached Newburg by steamer Olyphant from West Point, and were received on the wharf by Judge James W. Taylor, Homer Ramsdell, Hon. J. G. Graham, ex-Mayor Moore, and other prominent Newburgers. The Secretary's party during the few hours of their stay at Newburg were the guests of the widow of the late Major David Crawford, a relative. The visit was quite a private affair, very few of the citizens knowing of the presence of the Secretary there. The party returned to West Point by steamer Drew at half-past two P. M.

CONGREGATIONAL CHURCH CONFERENCE AT ORANGE.

The Orange Valley church, at Orange, N. J., was the scene yesterday of some very interesting exercises, the occasion being an adjourned meeting of the Congregational Church Conference, held last April, in the Broadway Tabernacle, New York. In the afternoon the subject of the "Church Edifice in its Relation to Church Work" was discussed by Rev. Drs. Storrs, of Brooklyn; Stanford, of Poughkeepsie; C. H. Everest, of Brooklyn; Welleston, of Flushing; Judge Birdseye, of Brooklyn; Wilcox, of Jersey City, and Henry Ward Beecher, of Brooklyn.

In the evening, after another discussion of a gastronomical character in a noble tent outside the church, "The Spirit of the Pilgrim in Relation to Our Time" was elaborated upon by Rev. Drs. Clapp, Stricby, W. B. Brown and Mr. Beecher. The latter presided as Moderator. About 600 persons were present.

CITY INTELLIGENCE.

David Wyman, of 961 Third avenue, while examining a pistol, shot himself through the right hand. Wyman was attended by Dr. Wilson and he was taken home.

The remains of the lad who was run over and killed by an Eighth avenue car, at West Broadway and Lispenard street, have been identified as those of Abram Flock. He is eight years of age, and his parents reside at No. 3 Beach street.

At half-past twelve o'clock this morning Martin H. Kelly, residing at the corner of Bleecker and Crosby streets, while in the liquor store, corner of Greene and Amity streets, was struck on the head with a tumbler by a stranger, and received two severe scalp wounds. The assailant succeeded in making his escape.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	4 28	Moon rises	eve 11 05
Sun sets	7 33	High water	morn 11 23

OCEAN STEAMERS.

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

Steamer.	Sails	Destination.	Office.
Deutschland	June 18	Bremen	52 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	39 Broadway.
Dorian	June 22	Glasgow	7 Bowling Green
New York	June 23	Bremen	68 Broad st.
St Laurent	June 25	Havre	56 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	39 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	39 Broadway.
Ferdre	July 9	Havre	56 Broadway.
Bellona	July 16	London	54 South st.

PORT OF NEW YORK, JUNE 16, 1870.

CLEARED.

Steamship Tripoli (Br), Moreland, Liverpool—C G Franck-lyn.

Steamship America (NG), Bussins, Bremen via Southampton—Oelrichs & Co.

Steamship Missouri, Edwards, Havana—Atlantic Mail Steamship Co.

Steamship Gen Barnes, Mallory, Savannah—Livingston, Fox & Co.

Steamship Saratoga, Couch, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Steamship Hatteras, Lawrence, Norfolk—Old Dominion Steamship Co.

Steamship Dirigo, Johnson, Portland—J F Ames.

Steamship Glaucus, Walden, Boston—W P Clyde.

Ship Admiral (NG), Haesloop, Bremen—H Baetjer.

Bark Hoffnung (NG), Lemke, Cork or Falmouth—Funch, Edye & Co.

Bark Silentium (NG), Mitzlaff, Bremen—Wendt, Teteas & Bockmann.

Bark H L Routh, Martin, Havre—Boyd & Hincken.

Brig Brisk, Banks, Pernambuco—Moss & Ward.

Brig La Cayenne (Br), Doherty, Aux Cayes—Morrison & Bartow.

Brig Kossak, Elliot, Cienfuegos—F Talbot & Co.

Brig John Wesley, Bermuda—Jones & Lough.

Brig Moses Rogers, Woodhull, Mobile—A Starbuck.

Brig Anna Lindsley (Br), McAlmon, Newark—P I Nevius & Sons.

Schr Willemina (Dutch), Hazvewenkel, Konigsberg—Funch, Edye & Co.

Schr Adelaide, Taylor, Port Spain—Jones & Lough.

Schr Goodwill (Br), Ingraham, Nassau—Jos Eness.

Schr Atlantic (Br), Davidson, Hantsport, NS—Crandall, Bertaux & Co.

Schr E B Wheaton, Atkins, Wilmington, NC—E D Hurlbut & Co.

Schr Maxson Rogers, Jackson, Norfolk—C E Staples & Co.

Schr Margaret Plata, Blizzard, Wilmington, Del—S Godwin & Son.

Schr W N Gessner, Egbert, Philadelphia—Van Brunt & Slaght.

Schr J S Bragdon, Snow, Georgetown—E Crowell.

Schr George Washington, Peck, Stamford.

Sloop Apollo, Freeman, New Haven—Rankett & Bro.

Steamer Black Diamond, Meredith, Wilmington, Del.

Steamer Bristol, Wallace, Philadelphia.

Steamer D Tilley, Davis, Philadelphia.

Steamer W C Pierrepont, Shropshire, Philadelphia.

Steamer Concord, Norman, Philadelphia.

Steamer Saran, Jones, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Wilmington, Cole, Galveston June 7, via Key West 11th, with mdse and passengers, to O H Mallory & Co.

Steamship Mercedita, Starkey, Fernandina June 13, with mdse and passengers, to the Florida Railroad Co.

Steamship Isaac Bell, Bourne, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.

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

Bark Estelle (of Yarmouth, Me), Loring, Grand Turk, TI, 13 days, via Hampton Roads June 14, with salt, to Brett, Son & Co. Had light, moderate weather.

Brig Helen M Rowley, Hawkins, Calbarien, 8 days, with sugar and molasses to E D Morgan a Co—vessel to A Abbott. Had fine weather.

Brig Caroline E Kelly (of Philadelphia), Robinson, Matanzas, 8 days, with molasses, to A Abbott. Had fine weather.

Schr Eva May (of Portland), Richards, Ponce, PR, 18 days, with sugar and molasses to Sturges & Co—vessel to master. Had light, moderate weather.

Schr Edna Harwood, (of Baltimore), Harwood, Matanzas, 8 days, with sugar, to master. Had fine weather.

Schr Lewis S Davis, Bishop, Sagua, 8 days, with sugar, to Shepard, Gandy & Co; vessel to Jonas Smith & Co.

Schr Fearnot (Br), Knowles, Rock Sound 11 days, with pineapples, to Jos Eness.

Scar Five Sisters (of Machias), Peterson, St John, NB, 7 days, with lumber, to Jed Frye. Had light southerly winds and fog.

Schr Hattie (of Belfast, Me), McClintock, Darien, Ga, 7 days, with lumber to M A Wilder—vessel to master.

Schr Sarah J Vaugn, Vaughn, Virginia.

Schr Oceanna, Satterly, Georgetown, DC.

Schr Nellie H Benedict, Elvis, Baltimore for New Haven.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Neptune, Baker, Boston for New York, with mdse to Wm P Clyde.

Schr M S Hathaway, Cole, Machias, 7 days, for New York, with spiles to Snow & Richardson.

Schr Josephine, Lindsley, Taunton for New York.

Schr Lucy, Clark, New Haven for New York.

Schr Belle, Simpson, Bridgeport for Newark.

Schr Greene County Tanner, Hyde, Bridgeport for Kingston, NY.

Schr Mary Anna, Lennman, Bridgeport for New York.

Schr Ella Jane, Allen, Bridgeport for New York.

Schr O C Acken, Hobbs, Stamford for New York.

Schr Geo Washington, Peck, Stamford for New York.

Schr Haze, McNamee, Greenwich for New York.

BOUND EAST.

Steamship Dirigo, Johnson, New York for Portland.

Steamship Glaucus, Walden, New York for Boston.

Schr Stirling, Hayes, Elizabethport for Southport.

Schr Wm L Peck, Bunce, Rondout for Providence.

Schr Nil Desperandum, Oliver, New York for Wellfleet.

SAILED.

Steamships Calabria, and Tripoli, Liverpool; America, Bremen; Missouri, Havana; Gen Barnes, Savannah; Saratoga, Richmond, &c; Hatteras, Norfolk.

Wind at sunset S.

Shipping Notes.

The Inman line steamship City of Washington, Captain Jones, will leave pier 45 North river at 9 o'clock to-morrow (Saturday) morning for Queenstown and Liverpool.

The steamship England, Captain Webster, of the National line, for Liverpool via Queenstown, will leave pier 47 North river at 9 o'clock on Saturday morning.

The Anchor line steamship Anglia, Captain Craig, will sail from pier 20 North river at 12 M to-morrow for Glasgow, touching at Londonderry to land passengers.

The Merchants' line steamship Mississippi will leave pier 12 North river at 3 PM on Saturday for New Orleans direct.

There are at present detained in lower quarantine for observation the following vessels, which have had yellow fever on board:—

Bark Robert Murray Jr, Purrington, Miragoane and Port au Prince 13 days, with logwood, &c. The crew were all sick with the fever in the ports of departure.

Bark Brazilliera, Wigand, Rio Janeiro 34 days, with coffee and three passengers. The former captain and four of the crew were sick with the fever in hospital at the port of departure, of whom the captain and one of the men there died. During the passage one of the passengers died with the same disease and was buried at sea.

Bark Lord Baltimore, Lanfare, 42 days from Rio Janeiro, with coffee. Five of the crew were sick with the fever in hospital at the port of departure, of whom the captain's son died.

Marine Disasters.

STEAMER CAMBRIDGE, of the Bangor and Boston line, when off Monhegan, 8 AM of the 15th inst, ran into and sunk schr Susan Reis (of Brookline), Herrick, from Boston for Bangor, in ballast. Crew saved.

SHIP ALASKA, Cavanagh, sailed from Shanghae Dec 17 for Victoria, VI, and not having since been heard from has been given up as lost.

SHIP DEVONSHIRE (Br), from Liverpool for Quebec, was totally wrecked on St Paul 6th inst.

SHIP CITY OF BOSTON, at Boston 15th inst from Ardrossan, reports May 11, in a gale from the westward, broke the rudder head and shifted cargo of iron; rigged preventer tiller outside and steered with tackles into port.

BARK PHILENA, Rose, of and for Portland from New York, with coal, struck on a rock, supposed the "Old Man," south side of Vineyard, during the fog on Monday, 13th inst, and sunk. The crew, with the captain, wife and child, took to the boats and were picked up 24 hours after by a fishing smack and landed at Edgartown. No insurance on vessel.

BRIG CECELIA (Dan), from Philadelphia for Queenstown, before reported as having put back in distress after being in collision, was at Lewes, Del, 13th inst, outward bound, having repaired.

SCHR P MERWIN (of Newbern, NC), Pugh, from Philadelphia for Savannah, put into Chincoteague Inlet for a harbor, and in leaving at 6 AM of the 12th struck on the Fox Shoal one mile and a half from the mouth of the inlet. Her cargo consisted of 220 bbls and 20 hhds syrup, 64 tons iron, railroad wheels, &c. Vessel bilged and full of water. The Coast Wrecking Company's agent took charge of the vessel and succeeded in saving a part of the cargo, and was in hopes of saving the balance on the 14th. Railroad wheels and part of iron thrown overboard, which would be picked up.

SCHR SAML CASTNER JR, from Philadelphia for Boston, with a cargo of coal, went ashore on the SW part of Block Island night of 13th inst in a thick fog, where she remains, having bilged. It is thought she will prove a total loss. Crew saved. She is 280 tons register, built in Milford, Del, in 1863, and hails from Philadelphia.

SCHR ALLIE OAKES (of Kennebunkport), Pillsbury, from Saco for Baltimore, with a cargo of bricks, in getting to sea morning of 14th inst, struck upon a rocky point near Wood Island, causing her to leak badly. She will have to discharge for repairs.

SCHR S R SOPER (whaler, of Provincetown), Eldridge, was lost on the night of the 25th of May on Bird Island, near the island of Santa Cruz. The vessel is a total loss. The officers and crew were all saved. Five of the crew have arrived at St Thomas, and the officers and remainder of the crew were at Santa Cruz, about 40 miles from St Thomas. The schr had on board 150 bbls sperm oil, 120 of which were saved and landed on the island.

BOMBAY, June 16—Advices from Hong Kong state that several vessels had arrived at that port dismasted in a late typhoon.

LIVERPOOL, June 16—The bark Candate (Dutch), Krynen, from Padang March 12 for New York, put into St Helena with masts sprung, and was condemned.

Miscellaneous.

Mr D G Malcolm, purser of the steamship Australia, will please accept our thanks for his attentions.

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

ANOTHER FAST PASSAGE IN THE DESPATCH LINE TO SAN FRANCISCO—The magnificent clipper ship Glory of the Seas, the latest production of Mr Donald McKay, and undoubtedly the finest ship ever built by him, has fulfilled his reputation, justly earned during many years, for the fastest ships in the world. She arrived at San Francisco on the 12th inst, after a splendid passage of 120 days—remarkable for the time of year in which she sailed—beating all ships sailing at the time and many that sailed before. This is the seventh ship in Messrs Sutton & Co's line that has made the passage inside 130 days this year, viz:—Golden Fleece, 110; Gov Morton, 116; Valparaiso, 108; Cremorne, 114; Derby, 115, and Black Hawk, 119. These ships comprise some of the fastest in the trade, and reflect great credit on the line. The Prima Donna, Lookout, and Young America are now advertised.

SHIP CENTURION (Br), Darby, sailed from San Francisco Oct 7, 1869, for Baker's Island to load guano for England; sailed thence Feb 12, 1870; the vessel became leaky, and on sailing at Upolo for water the crew refused to proceed, and the captain was obliged to take her to Sydney, where she arrived April 22.

Notice to Mariners.

NORTH SEA—ALTERATION IN POSITION OF INNER RIDER LIGHTVESSEL.

The Prussian government has given notice that the light and pilot vessel at the mouth of the Elder river has been moved to a new position, inside the bar, and is now moored in 2 fathoms, with the following bearings:—

St Peter's church, NE ¾ E.

Blauort beacon, SSE 1-2 E.

Position, lat 54 15 20, lon 8 34 48 E from Greenwich.

Also, that outside the bar, in line with the black buoys, a red conical buoy, with staff and two balls, has been moored in 3 fathoms at low water, in lat 54 15 31 N, lon 8 33 24 E, with the lightvessel bearing E by S 3-4 S.

DIRECTIONS.—To cross the bar, when entering the river, vessels should steer for the Elder lightvessel on an ESE course.

The depth on the bar at low water is one fathom.

The outer lightvessel has been moored in her former position.

CEYLON—LIGHTVESSEL OFF THE GREAT BASSAS ROCKS.

With reference to Notice to Mariners, dated Nov 29, 1869, respecting placing a lightvessel near the Great Bassas Rocks, off the southeast coast of Ceylon, during the time of building a lighthouse on the rocks, the Trinity House, London, have given further notice that they have received information of the arrival of the temporary lightvessel, and they have every reason to believe that she was moored in her position and exhibiting her light on or before April 1, 1870.

Whalemen.

Arrived at Honolulu May 2, Mary, Smith, of Edgartown, from Singapore, with 15 bbls sp (and sailed 9th to cruise).

Sailed from Honolulu May 7, Navy, Boulberg, of NB, to cruise.

Arrived at New Bedford 13th, bark Elizabeth (of Westport), Spaulding, Indian Ocean, St Helena May 4, with 950 bbls sp and 10 do wh oil. Sold on the voyage 275 lbs ambergris. Reports, left at St Helena, bark Java, Manter, NB, oil as before reported; brig Mercey Taylor, Foster, Holmes' Hole, do do. Capt Manchester, of bark John P West, had recovered his health and rejoined the bark. She would sail in a few days for Gough's Island. The bark Fairlie, with oil on freight, sailed for New Bedford May 4.

Arrived 15th, bark Rousseau, Hyland, Pacific Ocean, Talcahuano, March 16, with 1,400 bbls sp oil. Died on board March 26, off Cape Horn, of pleurisy, John Francis, boat steerer, a native of Otahelte. Reports, spoke, no date, on Yellow Water reef, bark Cornelia, Shivoriez, NB, 600 sp; May 10, lat 9 8, lon 35 42 W, bark Clearedon (Br), 46 days from Tome for Liverpool.

Also arrived 15th, bark Helen Morrison, Andrews (late Luce, who left her at Talcahuano), Pacific Ocean, Talcahuano March 16, with 170 bbls sp oil (55 bbls taken on passage). Sent home on the voyage 400 bbls sp. Has on freight 130 bbls sp oil, from bark Andrew Hicks. Died on board the Ellen Morrison, March 27, of dysentery, John Frates.

Arrived at Marion, June 15, schr Express, Handy, from a thirteen months' Atlantic cruise, with 150 bbls sp oil. Sent home on the voyage 50 bbls sperm oil.

At Fayal, May 23, barks Osceola 3d, of New Bedford, Hogan, from a cruise, just arrived, with 26 bbls sp oil; Mary Frazier, of do., last from Barbados; no oil since last report—riding out a quarantine of 5 days.

A letter from Capt Gifford, of bark China, of New Bedford, reports her at Mauritius, May 4, having taken 100 bbls sp, 780 do wh oil and 5,700 lbs bone since leaving Mauritius in November last—480 sp, 1,280 wh, all told. Reports that experienced very heavy weather on Crozettes and lost 3 boats, besides other damage. Ship Young Phœnix, of New Bedford, and bark Atlantic, of do, lost each a boat. Bark Stamboul, Mitchell, of do, lost 5 boats and a man, carried away all davits, bearers, main rail and bulwarks from fore to main rigging; she had taken 4 wh when last heard from. Also ship Adeline, Marvin, of New Bedford, 4 wha; barks Atlantic, Craw, of do, 2 do; Swallow, Ryder, of do, 2 do; George & Susan, Stapleford, of do, 3 do; Lancer, Macy, of do, nothing; ship Young Phœnix, Sherman, of do, had taken 120 bbls sp and 60 do wh oil the cruise up to March 25, and then left for New Holland. At Roderique, ship Jireh Perry, Kidder, of do, 800 bbls oil all told.

A letter from Capt Blackmer, of bark Active, of NB, at Honolulu, reports bark black Eagle, Swain, NB, with 300 bbls sp this season—710 do all told.

A letter from Capt H W Seabury, dated St Thomas, May 21, states that the steamer with the engine and pump arrived there the day before, and it would be immediately placed on board the J L Dimmock. The engineer was left in New York, but Capt S thought a man could be found there to work it. If the pump worked well and the leak did not increase Capt Winchell would start with the ship for this port, in company with brig Eliezer Allen. The leak had decreased a trifle in the two previous days. Capt Winchell was in ill health.

Bark Laconia, Luce, of NB, was at Mahe April 17, with 395 bbls sp oil. Put in to discharge Mr Adams, second mate, who had dislocated his wrist.

Bark Orray Taft, Howland, of NB, was at Mahe April 21, with oil as before reported.

Bark Herald, Sturgis, of NB, arrived at Mahe April 20, with 150 sp and 8 wh.

Bark Mercury, Ripley, of NB, was at Mauritius May 4, having taken 75 bbls sp, 180 do wh oil and 1200 lbs bone since leaving St Helena last November.

Schr Carrie W Clark, Dyer, of Provincetown, was at St Vincent, WI, May 1, with 400 bbls wh and 100 do sp oil all old, all well; about ready to leave for sperm whaling.

Spoken—No date (by bark Active, at Honolulu), bark Black Eagle, Swain, of NB, 300 sp this season—710 bbls all told.

June 9, lat 30 20, lon 74 21, schr Ellen Rodman, Jenney, FH, cruising, with 30 bbls oil.

June 10, lat 37, lon 73 10, bark Ellen Morrison, Andrews, NB; had taken 80 bbls sp oil.

May 21, no lat, do, schr E H Hatfield, of Provincetown, 150 sp and cutting in a whale.

Spoken.

Ship "M McDowell," from Mobile for Liverpool, June 6, lat 26 40, lon 79 30.

Brig Clover (Br), from Jamaica for London, June 10, lat 34 16, lon 75 08.

Brig Oliver Cutts, from New York for Port au Prince, June 11, lat 36 21, lon 75 30.

Schr Ella L Trefethen, 8 days from New York for New Providence, no date, lat 32 30, lon 73.

Foreign Ports.

BATAVIA, April 24—Arrived, ship Agra, Miller, Melbourne.

BERMUDA, June 3—Arrived, schr May Queen, Wingood, Boston.

Sailed 1st, bark Saga (NG), Pederson, Jamaica; schrs Bravo, Boggs, do; 2d, Rover, Burnett, Demarara.

In port 8th, bark Mary C Dyer, Washington, for NYork, to sail 9th; schrs Lavinia Bell, Bayles, for do, to sail 9th; May Queen, Wingood, for St Jago, to sail 9th.

CIENFUEGOS, June 5—Arrived, brigs Rachel Coney, Coney, NYork; A J Ross, Wyman, St John, NB; 7th, bark M B Stetson, Seimers, Boston; brig Lone Star (Br), Kenealy, New York.

CARDENAS, June 7—Arrived, bark New York, Gibbs, Baltimore.

Sailed 7th, bark Triumph, Seavey, Sagua; brigs Alice Starrett, Hooper, and S V Merrick, Norden, north of Hatteras; 9th, Don Quixote, Hassell, and J & H Crowley, Crowley, Matanzas.

HAVANA, June 8—Arrived, brigs Geo Burnham, Staples, NYork; Union T (Br), Tufts, St John, NB.

Sailed 9th, bark La Cigueña, Wheeler, NYork; 9th, steamship City of Mexico, Deaken (from NYork), Sisal and Vera Cruz; 10th, barks Joseph E Eaton, Ellingwood, NYork; Susan A Blaisdell, Sawyer, Calbarien.

Cleared 8th, brig Concord (Br), Clark, Falmouth E; schr Young Teazer, Brightman, Baltimore; 9th, brigs Lizzie M Merrill, Farnsworth, Falmouth, E; Chimborazo, Coombs, north of Hatteras.

In port 10th, bark Adelaide, Risk, for Baltimore ldg; brigs Hyperion, Woodbury, for NYork, do; E A Barnaby, Willard, for Delaware Breakwater, do; and others.

HALIFAX, June 13—Arrived, steamship City of Halifax, Jamieson, St Johns, NF; 14th, brig Mikado, Oporto; 15th, steamship Etna, Lockhead, Liverpool for Boston and New York.

LIVERPOOL, June 15—Arrived, ship Riverside, Randall, New Orleans.

LEGHORN, May 20—Sailed, bark Louisa Bruno (Ital), Paturzo, Boston.

MELBOURNE, April 11—Arrived (not sailed), ship Marmion, Boyd, San Francisco; bark McGilvery, Nickels, Boston.

MANILA, May 10