TAKING THE VEIL.

A Lady of the Ton Renouncing the World.

A Brilliant Ceremony at the Seventeenth Street Convent—The Daughter of the Late Judge White Accepts the Profession of a Nun—Details of the Beautiful Ritual.

One of the most beautiful and touching ceremonies of the Catholic Church was performed yesterday at the convent in Seventeenth street and Fifth avenue, on the occasion of the adoption of the "veil" by Miss Ellen G. White, a daughter of the late Judge W. White, of the Superior Court, New York. Miss White, who, as a nun of the Convent of the Sacred Heart, has passed through the stages designated by the Church as "postulants" and "novices," now makes her "profession" or "last vow."

A LARGE AND BRILLIANT AUDIENCE,

chiefly composed of the friends of the young lady, were present under special invitation to witness the ceremony, and at nine o'clock the street outside the convent was lined with carriages. Among the visitors present were Mrs. Charles O'Conor, Mrs. James Brooks and daughter, Mrs. Judge Fullerton, Mrs. Owen W. Brennan and daughter, Mrs. Daniel S. Dickinson and daughter, Mrs. S. J. Courtney, Miss Mary L. Booth, the historian; Mrs. David Groesbeck and daughter, Mrs. Wm. H. Fogg, Mrs. T. F. Meagher and Mrs. Townsend; Mr. William Fullerton, Dr. Anderson, A. B. Woodruff, of New Jersey; Dr. Chalmers, Judge Joseph S. Bosworth, William H. Fogg, Franklin Ketcham and many others.

THE CHAPEL AND ALTAR.

The visitors assembled in the parlors adjoining the chapel, and at the time appointed they passed in procession into the chapel. The latter was brilliantly lighted up for the occasion. The pure white marble altar was illuminated by two hundred wax candles and adorned by large marble vases filled with rare flowers, tastefully and artistically arranged; a cloth of gold lace covered the altar, while two gilded palm trees drooped their branches over and about it.

PROCESSION AND MUSIC.

As the first part of the procession, composed of nuns, filed into the chapel and took their seats in the *pris-dieus* on either side; the choir, under the direction of Mr. Berge, of St. Francis Xavier's church, performed a splendid chant. After the nuns had been seated Miss White, accompanied on one side by the Superior General of Convents in the United States and Canada, and on the other side by the Assistant Superior, entered the convent. Advancing to the altar they took their places, kneeling there for some minutes. Following these came a procession formed of priests and acolytes bearing incense and lights, and as they knelt before the altar the choir performed the *Alleluia*, with a solo by Miss Werneke and chorus by Dr. Berge's choir and the nuns.

THE CEREMONY,

which was performed with great solemnity, was opened by prayer and the blessing of the cross and ring with which Miss Nellie White is to be decorated. Next followed an appropriate sermon by Père Beaudevin, the distinguished orator of the Order of Jesuits. Miss White then repeated the vows as they were read and explained, as she knelt at the steps of the altar, whither she was attended by the Mother Superior. As she knelt here, the picture of loveliness and humility, the Mother Superior advanced and placed upon her finger a costly, but plain gold ring, as a proof and token of her having chosen the Saviour of Mankind for her spouse on this her betrothal day to her Lord, and at the same time encircled her neck with a delicately wrought jet chain, supporting a silver cross, which is for a sign and a remembrance to her that she will take up her cross and bear it courageously for His sake, for whom she has quitted the outer world, and renounced the flesh and its sinful concomitants. This part of the ceremony being duly concluded Miss White and the Superior returned to the *pris-dieus*, where they again knelt as the officiating priest blessed them after the rule of the Church.

THE LAST RITE OF ACCEPTANCE.

Mass, with a full chorus, was then celebrated, after which the "professed nun," as Miss White will henceforward be termed, advanced with a tall wax candle in her right hand and received communion.

CONGRATULATIONS.

After the benediction the visitors returned to the parlors, where the "professed" received the warm and hearty congratulations of her friends on her becoming a nun of the cross and ring. Many were the wishes that she might go on and become perfected in Christ, and realize to the fullest and highest extent the importance and sacredness of the vows she had taken. From this time she cannot again leave the convent without permission, and then only temporarily. An elegant breakfast was provided for her friends, after having partaken of which the company departed, with a renewal of the kind wishes and earnest regard for her welfare, as before expressed.

DESPERATE BURGLARS.

A Brace of Daring Thieves—Attempt to Burn Down the Newark City Prison.

Samuel H. Ward, a young negro, was arrested yesterday in Newark on a charge of burglary, in forcing open the establishment of Mr. Peter Garrigan, the Broad street druggist. Last evening, between five and six o'clock, he tried a desperate move to effect his escape, it is believed, by Police Commissioner Anderson. He was locked up in the witness' room, and about the hour indicated a gentleman named Ball observed large quantities of smoke issuing from one of the windows. The alarm was instantly given that the building was on fire, and on investigation such was found to be the case. The flames, luckily, were put out ere they had gained much headway. Ward declared the fire was accidental; that it had caught from his pipe, which fell out of his mouth while he slept. Inasmuch as no pipe could be found this story was not credited. The supposition is that he purposed firing the place with a view to getting up an excitement and in the confusion make his escape. A companion of his, one Charles White, is also in custody, charged with grand larceny and having forged the names of Corey & Stewart to a letter of recommendation.

HORRIBLE SUICIDE AT HIGHLAND FALLS.

Gilbert Smith, a well known and respected citizen of Highland Falls, near West Point, committed suicide on Monday morning under circumstances of peculiar horror. On Sunday night he and his wife retired to rest, as usual, and on Monday morning, at about eight o'clock, she arose and went down stairs to prepare breakfast. Very soon after she left him he got out of the bed, and, leaving his outer clothing in the room, went across the hall into a bedroom and locked the door. After divesting himself of all his under garments he got into a bed in this room and partly covered himself up with a blanket. Then, with what is known as a belt awl, made of steel and with a blade about six inches long, ground sharp and recently prepared, with his right hand he drove the awl into his left side and breast ten times. Either of the wounds would have proved fatal, as they pierced his liver, lungs and heart. The blood flowed copiously from the wounds, and when he was found life had departed. Mr. Smith has been suffering recently from softening of the brain and his physicians could give him no hope of recovery. The despondency caused by his condition preyed upon his mind, and, no doubt, led to the sad result. A letter was found in his pocket, addressed to his wife and giving his ill health as the reason why he had resolved upon suicide as the only refuge from misery left to him. Mr. Smith was about sixty-five years of age. He was a man of some prominence as a democratic politician in Orange county. An inquest was held over the remains, and the Coroner's jury rendered a verdict in accordance with the above stated facts.

VAGARIES OF JERSEY JUSTICE.

Bartley Mullen's Case Disposed Of—Ten Years in the State Prison.

The readers of the HERALD are familiar with the facts of the case of Bartley Mullen, convicted recently of highway robbery in Jersey City at the Court of Sessions. Mullen and his companion, a man named Reynolds, both New Yorkers, were returning to the Hoboken ferry from Union Hill on the 4th of July last. They had been on a visit to Mullen's brother, and when they came near the "Hundred Steps" they were attacked by a man named Eppinger, who plunged a knife into Reynolds and killed him. Struck with remorse Eppinger ran about wildly, crying out that he had committed a mistake. He had been knocked down, beaten and robbed, and, meeting with Mullen and Reynolds, he mistook them for the thieves. The Coroner's jury committed Eppinger for trial on the charge of wilful murder. But the Grand Jury, relying on the sole testimony of Eppinger himself, who then charged that the murdered man had robbed him, threw out the bill and indicted Mullen for highway robbery. This was considered such a palpable injustice that the petit jury disagreed, and they were discharged. On a second trial the jury were out eighteen hours and convicted the prisoner. A motion was made for a new trial, but it was denied by Judge Randolph, who sentenced Mullen yesterday morning to ten years at hard labor in the State Prison. There could scarcely be a case of greater hardship, and already a movement is afoot to bring the case before the Court of Pardons.

AMUSEMENTS.

WALLACK'S THEATRE.—Robertson's new play, "War," was produced last night at Wallack's. The single word of a single syllable which forms its title is yet portentously big for the very slight story that runs through and connects the tableaux of its three acts. These tableaux, however, are skilfully arranged and are varied so as to present an animated series of pictorial effects. The whole is an effective realistic transcript of actual life—an absolute reflex of the passing time. It evokes throughout the same kind of interest which the reader of the morning journal daily takes in telegraphic despatches dated at or near the seat of the Franco-Prussian war. In fine, it has the interest of actuality. Robertson has a happy skill in the introduction and management of dramatic episodes, and he knows how to place men and women in speech and action before the spectator, not mere stage heroes and heroines. The play opens with a group of sprightly bridesmaides who are comparing their presents to Lottie, the daughter of Karl Hartmann, a native of Germany. Lottie is about to marry Oscar, son of Colonel de Rochvannes, of the French army. The Colonel is ardent, impetuous and fully imbued with the spirit of martial glory. This spirit his son shares with him. On the contrary, Hartmann is an earnest advocate of peace. Captain Sound of the British navy, is a hearty friend of both. He is always eager to pour oil on the troubled waters when discussion grows tempestuous. The scene passes in the garden of a country villa at Sevenoaks, in Kent. A lunch is provided in honor of the approaching nuptials. All is hilarity and fun. The girls make "speeches," and the men make jokes, when suddenly the mirth of the party is interrupted by news that "war is declared." Oscar, an officer of the French Lancers, is compelled to leave his young betrothed upon the very eve of his wedding day. Consternation takes the place of gaiety, and the curtain falls upon a pathetic picture of the distress brought by war to the households which were about to be united. In the second act the sad realities of the strife are indicated by the *débris* of a battle field. After a sharp contest men, horses and munitions of war have been left lying scattered around. The Colonel and Oscar are both wounded—the latter so seriously that death appears to be certain. Hartmann, in the capacity of an ambulance official, and Lottie as a Sister of Charity, discover and try to aid them, but the Colonel is delirious from pain and his son is nearly at the last gasp. Yet in his extremity he has just strength enough to entreat Lottie to marry him before he dies. She accedes to his request, and the ceremony is performed in a partially destroyed chapel close by. Chanting and the tones of the organ are heard, and in a few moments afterwards Oscar falls senseless, just as the advance guard of the French attack the Prussian position. The scene closes with a brilliant and animated tableau. The third act takes us back to England, where we find the family in deep sorrow for the supposed death of Oscar. Lottie, however, tries to relieve the bitterness of grief by preparing packages of useful articles to be transmitted to the wounded and by reading Tennyson. In the meantime Captain Sound has discovered that Oscar had only lapsed into insensibility, and that his life had been saved by a German surgeon. The Captain breaks the news to Hartmann in his blunt, blundering way, and the difficulties they both encounter in gradually communicating the startling news to Lottie and the Colonel give opportunities for strong sericomic interpretation. At length they are enlightened on the subject, and the play ends by making everybody happy again. The cast is remarkably good. Miss Henriques represents the joyous *jancée* and the apparently widowed wife with charming delicacy of feeling and with unaffected naturalness. Miss Helen Tracy sustained fairly and with vivacity the *rôle* of Blanche. The other ladies had but little to do save to look their prettiest, which they did. John Gilbert gave a splendid portraiture of Karl Hartmann, the patriotic and humane German merchant, an incarnation of parental affection and benevolence. John Brougham, as the bluff English captain, was frank, hearty and genial. Charles Fisher looked and acted to perfection the glory-loving French colonel. George Clarke played the part of Oscar with a certain vigor, but with very little warmth and too much stiffness. The mounting of the piece is faultless and the scenery is an artistic triumph.

STADT THEATRE—"LUCREZIA BORGIA."—This well worn but ever welcome opera was given last night at this theatre with the following cast:—Lucrezia Borgia, Madame Louise Lichtmay; Orsini, Madame Krebs-Michalesi; Gennaro, Theodore Habelmann; Duke, Mr. Vierling. The new feature was the first appearance of the Dresden contralto in the *rôle* of the page. She ought not attempt such parts now that her operatic career is in its wane. First, she is not suited in physique for the dress of a page; in the next place, an ill-arranged mustache and obtrusive imperial communicated a comic, to say the least, expression to her face; and lastly, her voice in the *brindisi*, particularly, evinced such signs of wear that no stage experience or artistic culture could gloss over. Mme. Knebs has had a long and brilliant career on the operatic stage, but we candidly say that the proper close to that career has come, and that the concert hall or church will for the future be the appropriate field for her labors. The Orsini we heard in this theatre before her, Clara Perl, is as far superior to her in the artistic rendering of the *rôle* as the Gennaro of Habelmann is to that of Himmer. The best *rôle* of Lichtmay is undoubtedly that of the guilty Duchess, and in it her fine dramatic style of singing, albeit so defective in concert, her earnest, impetuous acting and her complete identification with the character make the opera a grand success. Habelmann is a fine Gennaro, and Vierling a weak Alfonso. The operatic company of this theatre go to Philadelphia next week, and make place for the celebrated and justly popular *tragédienne*, Marie Seebach, who comes back to New York, crowned with the laurels of a dozen provincial cities.

BOWERY THEATRE.—"Hamlet," a tragedy not often produced on the east side of town, was given on last Friday night for the benefit of Mr. E. T. Stetson, who appeared in the leading *rôle*. His selection of the part, judging from his rendition of the character, shows that the melancholy Dane has received from Mr. Stetson a close study. In make-up, appearance, reading and acting he played Hamlet in a manner which, to say the least of it, we were unprepared to witness. Devoid of rant, his rendition of the prince of Denmark was such as to encourage the belief that, with proper study and close attention, he will yet make his mark in the theatrical world. The Bowery stage has given to this country some of the most brilliant stars the American stage can boast of. This should encourage the young actor now noticed to persevere in the profession he has chosen.

STRIKE AMONG LABORERS.

Riotous Proceedings on the Spuyten Duyvil and Port Morris Railroad—Some of the Ringleaders Arrested.

The laborers employed on the Spuyten Duyvil and Port Morris Railroad, now in process of construction, having been notified that on and after the 1st inst. their wages would be reduced from $1 80 to $1 60 per day for nine hours' work, evinced open dissatisfaction on Monday, which ultimately culminated in a strike on the part of about seventy-five men. Having evidently determined to bring about a cessation of work along the entire road, the disaffected party took the various gangs of men in detail yesterday morning and by persuasion, intimidation and threats of bodily injury, succeeded in driving the entire force of laborers, numbering some five or six hundred men, from their work. The condition of affairs having been made known in Yonkers a posse of police officers proceeded at once to the scene of disorder and succeeded in arresting three of the ringleaders, who were held to answer a charge of inciting a riot. The police were still on the ground at a late hour yesterday afternoon, and hopes were entertained that all of the rioters would be secured. It is understood that a majority of the men express a desire to resume work if assured of protection from their turbulent companions.

AT LAST.

The Blockade on Barclay Street to Be Removed.

The frightful nuisance to which travellers by the Morris and Essex road have been subjected in going to and from the ferry has at last aroused some spirit of action, and yesterday a petition, signed by a large number of merchants and others doing business down town, against the obstruction of Barclay street on both sides, from College place to the Hoboken ferry, was presented to the Mayor. The petition says that the obstructions have become intolerable; that the use of the sidewalks for the storage of merchandise is an unjustifiable interference with the rights of the people to the thoroughfare, and that the use of the sidewalks for such purpose result in blocking up the gutters so as to have a deleterious effect upon the sanitary condition of the neighborhood. The petition closes by asking the Mayor to abate the nuisance. The Mayor then sent the following order to J. J. Kelso, Chief of Police, and to Captain Thorne:—

The street to every ferry must be cleared of all sidewalk obstructions not of a merely transient and temporarily necessary character in a commercial sense.

A. OAKEY HALL, Mayor.

LECTURE BY PROFESSOR YOUMANS.

The Cosmocal Conditions of Mental Action.

With this lucid subject for a starting point Professor Youmans, in an intellectual entertainment, which might well be called "varieties," gave his audience small bits of information upon everything in the heavens above or the earth beneath and in the waters under the earth. Starting with Dr. Priestly and his invention of oxygen, the Professor ascended by way of the trees to the sun and stars, then downward to the human eye, stopping by the way to enunciate various astounding scientific facts. The lecturer showed how the universe comes to man through the touch, the taste, the hearing and sight; so that mental action is the effect at last of infinite impressions made upon the human organism by the universe.

THE HOUSTON STREET WIFE MURDER.

Post-Mortem Examination—Singular Discovery—A Needle Found in the Woman's Heart.

Yesterday afternoon Deputy Coroner Wooster Beach, M. D., assisted by Drs. Thos. C. Finnell and S. J. Clark, of Houston street, made a post-mortem examination on the body of Margaret Jones, the colored woman who was murdered in her room at No. 250 West Houston street, on Monday night, as fully reported in yesterday's HERALD. The medical gentlemen found an incised wound in the right thigh, about three inches in length, extending inward and severing the femoral artery. Death resulted from hemorrhage. During the examination a singular discovery was made by Professor Clark. While having the heart in his hand a sharp pointed instrument partially pierced one of the Doctor's fingers, and on searching for the cause he found

A NEEDLE EMBEDDED IN THE HEART.

How the needle found its way into the woman's system is a question which may be answered by the scientific professional gentlemen. Coroner Keenan will proceed with the investigation on Thursday morning, and in the meantime Captain McDonnell, of the Twenty-eighth precinct, is in active pursuit of Abraham Jones, the alleged murderer, who made his escape immediately after completing his bloody work. It is believed that Jones has fled from the city.

Arrested on Suspicion—A Frightened Darky, But Not the Right Man.

Officer Austin, of the Thirty-second sub-precinct, at an early hour yesterday morning arrested a negro in the upper portions of the city who was covered with blood and had one eye badly bruised, supposing him to be the murderer of Margaret E. Jones, who was murdered by her husband at No. 250 West Houston street, on Monday night. Upon conveying him before Superintendent Kelso at the Central Office he denied knowing anything of the unfortunate affray, and gave his name as John Evans, twenty-three years of age, residing in Striker's alley, Brooklyn. Captain McDonnell was sent for, and, to the affrighted negro's delight, stated he was not the man. He was accordingly discharged and left the building mumbling to himself that he nebber killed any one.

THE HISTORICAL SOCIETY.

The New Board of Officers—Financial Condition—The Library.

The Historical Society held a stated meeting last evening, at which Mr. Erastus C. Benedict, owing to the absence of the president, Dr. De Witt, occupied the chair. The receipts for the past year were $12,666; expenditures, $11,935. The society has at present invested in State and city securities $10,000 from the Grosvenor donation, $300 from Isaiah Thomas, $600 from the Sons of Rhode Island, $5,000 from the Derrilt donation, $10,500 from the Wheeler donation and $18,500 from publications. During the past year there were received 3,111 pamphlets, 75 volumes of newspapers, 169 broadsides, 53 maps, 11 manuscripts, a portion of the Dougal papers, 23 engravings, 21 articles for the museum, 52 paintings (besides the Bryan collection) and 626 books (by purchase). During the year sixty one new members were admitted, and last evening twenty nominations for membership were received. The following named officers were elected for the ensuing year:—Thomas De Witt, D. D., President; Augustus Schell, First Vice President; Erastus C. Benedict, Second Vice President; William Cullen Bryant, LL. D, Foreign Corresponding Secretary; William J. Hoppin, Domestic Corresponding Secretary; Andrew Warner, Recording Secretary; Benjamin H. Field, Treasurer; George Henry Moore, LL. D., Librarian. The election for officers, there being a contest for some of the honors, was held by ballot, and while the votes were being deposited the Rev. Dr. Osgood made an interesting address on the advantages the society were offering to the public.

DOING NEW YEAR'S TO DEATH.

Yesterday, in Newark, John Deitz, a Broad street shoemaker, found his brother-in-law, Lewis Kioberhauz, thirty years old, lying dead in Millbrook creek, with his skull fractured. It is supposed that, having made too many calls, he fell out of the window of a house over the creek and down a distance of fifty feet. No inquest is to be held.

TWO SONS HANG THEIR FATHER.—The Canaan (N. H.) *Reporter* learns that John Sullivan, of that village, came in from his work on Tuesday night, and, for some real or fancied misdemeanor, gave one of his boys a severe whipping. Shortly after his two boys, about eleven and fourteen years of age, seized John and took him out doors, and, after fastening his hands behind him and tying a handkerchief in his mouth for a gag, took him to the barn and hung him up with a rope around his neck. His wife going out to see what kept them so long, found Sullivan in an insensible condition and cut him down. The boys have disappeared and have not been heard from since. It is said that Sullivan was in the habit of beating his boys frequently, and they seem to be paying him back with interest.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises..... 7 25 | Moon sets..morn 5 21
Sun sets..... 4 46 | High water.morn 6 28

OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTH OF JANUARY.

Steamer.	Sails	Destination.	Office.
Colorado	Jan 4	Liverpool	28 Broadway.
City of Brussels	Jan 7	Liverpool	15 Broadway.
Anglia	Jan 7	Glasgow	7 Bowling Green
Helvetia	Jan 7	Liverpool	69 Broadway.
City of Limerick	Jan 10	Liverpool	15 Broadway.
Wisconsin	Jan 11	Liverpool	29 Broadway.
Australia	Jan 14	Glasgow	7 Bowling Green
Ville de Paris	Jan 28	Havre	58 Broadway.

PORT OF NEW YORK, JANUARY 3, 1871.

CLEARED.

Steamship Virgo, Bulkley, Savannah—Murray, Ferris & Co.
Steamship James Adger, Lockwood, Charleston—H R Morgan & Co.
Steamship Niagara, Blakeman, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship Nereus, Bearse, Boston—H F Dimock.
Ship Annie Fish, Yates, Liverpool—Snow & Burgess.
Ship Asa Eldridge, Baker, San Francisco—Sutton & Co.
Bark Kong Oscar (Nor), Jensen, Antwerp—Wendt, Tetens & Bockmann.
Bark St Germaine (Fr), Ruiller, Marseilles—Boyd & Hincken.
Bark Cyclone, Forbes, Marseilles—Brett, Son & Co.
Bark Lyra, Corning, Naples—Brett, Son & Co.
Bark Warren Ordway, Hoyt, Rio Janeiro—Brett, Son & Co.
Brig St John the Baptist, Le Blanc, Cork or Falmouth—Hatton, Watson & Co.
Brig Mary Ida (Br), McHenry, Hamburg—Boyd & Hincken.
Brig Laura Gertrude, Rusk, Genoa—Dollner, Potter & Co.
Brig Navarino, Blood, Lisbon—Miller & Houghton.
Brig Magdala (Br), Upham, St Johns, PR—Miller & Houghton.
Schr Electric Spark, Parker, Bay Island—Jas Douglass.
Schr Olive, Reynolds, Savannah—Van Brunt & Slaght.
Schr Grace P West, Lord, Charleston—Evans, Ball & Co.
Schr Maria J Moore, Scott, Wilmington, NC—S C Loud & Co.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship City of Brussels (Br), Kennedy, Liverpool Dec 24 via Queenstown 23d, with mdse and passengers to John G Dale. Experienced strong westerly winds throughout the passage. Dec 27, lat 47 48, lon 35 37, passed a Cunard steamer bound east; Jan 2, 273 miles E of Sandy Hook, an Anchor Line steamer bound east.
Steamship St Louis, Whitehead, New Orleans Dec 24, with mdse and passengers, to H R Cromwell & Co. Had strong head winds and heavy head sea the greater part of the passage.
Steamship Champion, Lockwood, Charleston Dec 31, with mdse and passengers, to H R Morgan & Co.
Steamship Albemarle, Blackwood, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.
Steamship Saratoga, Couch, Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.
Bark Yarmouth (Br), Raymond, Froon Nov 24, with coal, to Bruce & Co—vessel to Boyd & Hincken. Took the northern passage and had fine weather up to the Banks; was 22 days from thence, with heavy NW gales. Dec 24, lat 42, lon 61, passed a brig hove to, with topmast gone; it was snowing at the time, so that her name could not be made out.
Bark Mayflower (of New Haven), Hotchkiss, Martinique 18 days, with sugar and cocoa, to H Trowbridge's Sons. Had heavy NW gales for the last 10 days.
Brig Harriet (Br), McNabb, Pernambuco 35 days, with sugar, to Baring & Arbhibald. Crossed the Equator Dec 3 in lon 37; had severe SW and NW gales on the coast; 4 days N of Hatteras.
Brig Robert Mowe (of New Haven), Young, Demarara 28 days, with sugar and molasses, to H Trowbridge's Sons; was becalmed 6 days in lat 22, since variable weather. Dec 29, in the Gulf, had a heavy gale from the SW, which shifted suddenly to NW, and blew a perfect hurricane; for 10 hours was obliged to run under foretopmast staysail, while the gale lasted; made Fire Island light, 2d instant, at 4 A M, and had to heave to in a heavy NW gale prevailing at the time; 1st, off Barnegat, was in company with brig Daniel Trowbridge, from —— for New York. Has been 5 days north of Hatteras.
Brig Danube (Fr), Blanchat, Carthagena; 26 days, with hides, &c., to D. de Castro; vessel to Wendt, Tetens and Backmann. Had fine weather up to Hatteras; has been 15 days north of that point with heavy NW gales.
Brig James Miller, Thomas, Pensacola 12 days, with lumber to Miller & Houghton.
Schr Francis G Davis (of Harwich), Phillips, Para, 30 days with rubber, &c., to Burdett & Pond. Had heavy northwest gales throughout; lost and split sails; has been 10 days north of Hatteras.
Schr Comrade (Br), Bale, Surinam, 43 days, with sugar, &c, to Von Bragg & Co; vessel to B J Wenberg. Had a succession of W and N W gales the entire passage. Split sails, stove bulwarks, &c. Was up to Cape Hatteras Dec 9, where encountered a violent N W gale, which drove her back to lon 67. Dec 26, lat 36 30, lon 68 35, spoke ship Fearless, from Padang for Boston.
Schr J T Alburger (of Philadelphia), Corson, St Martin's 21 days, with salt, to Woodruff & Robinson. Latter part of passage had strong head gales; 1st inst, 35 miles north of Hatteras, saw a large three-masted schooner ashore, apparently just gone on.
Schr E A De Hart (of Boothbay), Shearlock, Martinique 14 days, with sugar, to B J Wenberg. Had heavy NW gales throughout; split sails, &c.
Schr Jason (of Machias), Willey, Port au Platte 17 days, with hides, &c, to Eggers & Heinlin—vessel to Simpson & Clapp. Had heavy W and NW gales throughout; Jan 1, lat 38, lon 73, lost jibboom and split sails; was 8 days north of Hatteras.
Schr Skylark (of Boston), Loring, New Orleans 13 days, with sugar, &c, to N H Brigham & Co. Had heavy head gales the whole passage; was 7 days north of Hatteras.
Schr L A Edwards, Marshall, Fernandina 13 days, with lumber, to A Abbott.
Schr Franconia, Jarvis, Jacksonville 15 days, with lumber, to M A Wilder & Son. Was 13 days north of Hatteras, with constant NW gales.
Schr Mollie, Plummer, Jacksonville 7 days, with lumber, to Jed Frye & Co.
Schr Mary Mankin, Halsey, Charleston 8 days, with lumber, to Jas B Murray—vessel to Van Brunt & Slaght.
Schr Ridgewood, Derrickson, Georgetown, SC, 5 days, with naval stores, to Zephar Mills—vessel to E D Hurlbut & Co.
Schr John Ferris, Fields, Wilmington, NC, 6 days, with naval stores and cotton, to Thomas Holmes & Co. Been 5 days north of Hatteras, with heavy weather and snow storm. Passed considerable wrecked material consisting of part vessel's frame and one mast, Dec 31, off Chincoteague Shoals, 15 miles south. The mast appeared to be that of a large schooner or hermaphrodite brig.
Schr Ben, Davidson, Wilmington, NC, 8 days, with naval stores, to E S Powell.
Schr M E Simmons, Gandy, Norfolk 3 days, with wood, to Overton & Hawkins.
Schr Only Daughter, Hoadley, Virginia.
Schr Mary Alice, Hubbard, Virginia.
Schr John T Manson (new, 3 masts, 387 tons), Manson, Baltimore, with gas coal, to R G Rieman & Co.
Schr Wm Allen, Jones, Baltimore, with gas coal, to R G Rieman & Co.

Passed Through Hell Gate.

BOUND SOUTH.

Brig W Gordon (Br), Fisher, Providence for New York, in ballast, to Bird, Perkins & Job. The W G will load for Rio Janeiro.
Schr Rodondo, Moore, Ellsworth for Sing Sing, 12 days, with staves, to F W Jarvis.
Schr Thos Potter, Handy, New Bedford for New York.

BOUND EAST.

Steamship Nereus, Bearse, New York for Boston.
Schr Maracaibo, Henley, Baltimore for Boston.
Schr J V Wellington, Parker, Philadelphia for Boston.
Schr C S Taylor, Ryder, Port Johnson for New Haven.
Schr Atlantic, George, Port Johnson for New Haven.

SAILED.

Steamships Concordia, for Falmouth, E; Virgo, Savannah; Jas Adger, Charleston; Hatteras, Richmond, &c.
Wind at sunset SSW, fresh.

Shipping Notes.

The Cunard Steamship Company are making improvements of an extensive nature at the landing place of their vessels, Grand street, Jersey City. A commodious building, reaching across the foot of the street, is now going up, having a superb Gothic gateway serving as the entrance to the wharves. Along the shores an additional shed for the storage of freight is also being built, extending as far as Sussex street, where the dock is to be covered. The latter building will contain rooms for the company's offices, counting rooms, mess rooms, sitting rooms for the seamen and a library.

Of late the shipping community of New York, or, rather, the members of that branch of it directly connected with the carrying trade with California, have been more than a little exercised upon instituting a comparison of the business of 1870 with that of the preceding year. The records of 1869 show that there cleared from the ports of New York and Boston, for San Francisco, 162 vessels, while the year just past only foots up a list of 60 vessels, making the very perceptible decrease of 42 vessels, with a carrying capacity of 65,000 tons or thereabouts. This exhibit is far from pleasant to the owners of the shipping engaged in this trade, and is due to several reasons. Prominent among them was the unsatisfactory state of the trade in San Francisco and the great changes wrought in its mercantile community through the grand railroad connection and assimilation of business with the Eastern States. Aside from this the business of 1870 was far from being brisk, and it was not until near the end of the year that freights were sufficiently remunerative to tempt shipowners sending their cargoes in that direction. During the months of March, April and May some shipments were made at rates that would not pay a vessel going to a near Southern port, much less around Cape Horn. In view of these facts and the quicker methods of transportation of to-day, the question arises: Will this business ever again assume anything like its old proportions, either in amount of goods seeking conveyance or in process of transportation? The answer must be in the negative, as all merchandise slowly but surely avails itself of the quickest and shortest modes of transportation, even at an increase of cost. Should there be in the future any excess of heavy goods seeking shipment vessels then on the berth could obtain the trade, and their owners reap the benefits accruing therefrom; but that would only be spasmodic and could not be quoted as a healthy indication of a better state of affairs. The Pacific Mail Steamship Company have been compelled to encounter a large falling off in their California trade via the Isthmus during the year past, and the shipments by the Pacific Railroad have been moderate during the same time, with an occasional increase of busines as the San Francisco marketseemed to render necessary. Merchants concerned advise that neither of these lines have endeavored in this particular to make their lines popular, and while it is inevitable that the slower modes of transportation must give way to the quicker ones hence to San Francisco, a fair adjustment of all the difficulties now apparent between the railway officials and business men will not be made until one or the other of the railroads now pushing across the continent is completed, when the opposition engendered between the rival lines will in all probability reform many of the abuses which at this time appear to be irremediable.

There arrived from foreign ports at this port, during the year 1870, 4375 vessels, as follows:—

War vessels	8	Brigs	1270
Steamships	784	Schooners	834
Ships	451	Yachts	4
Barks	1023	Galliot	1

Marine Disasters.

SHIP PERSIA—Steamer Rebecca Clyde at Baltimore 1st from Wilmington, NC, reports, passed close to the wreck of ship Persia ashore at Frying Pan Shoals; she was lying on her starboard side and had wrecking steamers Resolute and A Winants near her.

SHIP BRITANNIA—Boston, Jan 3—The ship Nonantum, at this port from Liverpool, reports:—Dec 31, 3 PM, Highland Lights, Cape Cod, bearing N 3 miles, signaled ship Britannia from London for Boston, with loss of foremasthead, maintopmasthead and fore and main yards. She was getting aloft a jury foretopmast when she was passed.

BARK TROVATORA.—A cable despatch recently announced the loss of the bark Trovatora, of Searsport, Me, and that Captain Blanchard, his wife and others went down with the vessel. A letter has been received in this city from Messina, which states that the bark was struck by a revolving tempest or water spout on the 6th of December, off Cape Spartimento, about forty miles from that city, and that the Captain and his family, together with the mate, cook and two men, perished when the vessel foundered. The second mate, Mr Oimer Park, of Searsport, and three men clung to some pieces of the wreck, and were picked up the next day by an Italian brig and carried into Messina. At the time of the disaster the bark was under lower topsails only, and the captain and all hands were on deck standing by for the squall, but it came so suddenly and with such a tremendous crash that it threw the vessel on her beam ends, and she sank in fifteen minutes. The rigging was cut away, but it was too late to save her. It is supposed that a portion of her decks were stove in by the water-spout, so that she immediately filled with water.

BARK ANNIE (Br), Brown, from Stockholm Sept 14, at Holmes Hole, was 25 days in the North Sea with continued gales; came the southern passage with heavy gales and calms; has been 25 days north of Bermuda. On the 24th ult was within 100 miles of the South Shoal, and since that time has had a continuation of gales from the NE and NW, during which spilt sails.

BARK PAWNEE.—Galveston, Jan 3, 9 A M—The bark Pawnee (Br), Hutton, for Liverpool, is ashore on the Knoll. If the weather does not moderate the vessel will be a total loss.

BARK A M SCHEVERGAARD (Nor), Pedersen, from New York Dec 23, for Gloucester, E, put into Newport, RI, Jan 1, leaky and with pumps choked. Will have to discharge.

BRIG HARRY STEWART (of Bangor), Weeks, at Holmes' Hole, from Malaga Nov 3 for Boston, passed Gibraltar 5th. Had light winds and calms until the 18th ult, when she was within 100 miles of the South Shoal, and since that time had very heavy gales from NW and NE, during which lost and split sails, stove boat, forward house, &c.

BRIG ADELAIDE, Morton, at Portland 2d inst 32 days from Picton, NS, reports had heavy weather during the passage, and was blown off 5 times; was thrown on beam ends and shifted cargo.

BRIG TIMANDRA (Br), went ashore, Dec 29, at Digby, NS, and filled with water; cargo will be discharged.

SCHR L S LEVERING, Carson, from Providence, went ashore 2d inst, PM, on the Hog's Back, Hell Gate, while in tow. Wreckmaster Brown is endeavoring to get her off.

SCHR ABBOTT LAWRENCE, at Holmes' Hole, from Surinam, had very heavy weather the entire passage; was 22 days north of Hatteras, with continual NW gales.

SCHOONER ASHORE—A three masted schooner was seen ashore on Body Island, reported by steamer R Clyde, at Baltimore 1st, from Wilmington, NC. Her sails were loose and a number of men were on the beach.

AMSTERDAM, Dec 19—The Abigail, Raymond, from New York, which arrived at Texel Dec 9, has been in collision with a lighter in entering Nieuwe Diep; the lighter was greatly damaged. In proceeding along the North Holland Canal the Abigail was also in contact with the Fortuna, Norwegian ship, hence for Christiania, which vessel lost bowsprit and jibboom and sustained much damage to her bow.

CALCUTTA, Nov 23—The ship Africa, Poe, for New York (general cargo), while proceeding down in tow, took the bank below Akra Nov 10, at 10 AM, but floated soon after and has proceeded.

DUBLIN, Dec 20—There is every probability of the Agenoria being got off if the weather continues as at present. She has been lightened considerably since she got on the bank, and by the end of this week will be in a condition to attempt moving. A quantity of wheat from the above vessel has been advertised for sale. It is stated that more than 200 tons had been landed up to the night of the 17th.

Dec 21—The Agenoria has been got off and towed up here; she now lies opposite the Ballast Office yard, where she will remain until the weather is suitable for docking.

FALMOUTH, Dec 19—The Rajah of Sarawak, Norton, from New York, which arrived here 16th inst, with cargo shifted and strained, is making a great deal of water.

GLASGOW, Dec 20—The Antilles, from New York, which was sunk in the Clyde Dec 17, settled down right across the channel, blocking the river. About 7:30 AM that day the Andaman, hence for Bombay, in trying to pass on the north side of her, took the ground and remained fast. About 3 PM the Cognac (s), and the Tolka (s), for Oporto, in attempting to get through also took the ground, but the tide making, got off and proceeded. The Andaman was moved about half her own length at the top of high water. On the night of the 17th she was moved about three lengths, and was expected to be got off on last night's tide.

21st—The Antilles, is being discharged; a quantity of flour, which is said to be not much damaged, has been got out and will be sold by auction.

GREENOCK, Dec 21—The brig Jennie Moodie, Crowley, which arrived here from Charleston 19th inst, reports: Left Charleston Oct 27; experienced no heavy weather until the 9th of Nov, when, in a hurricane from NNE to NNW, when turning before the gale, she shipped a heavy sea, which carried away the wheel, breaking it in pieces, also wheel standard, starting stern and sternpost, flooding cabin and storerooms, destroying part of the provisions, washing away of bulwarks and causing ship to leak badly. Experienced no more heavy weather until the 27th of Nov, when within 100 miles of Tory Island fell into a succession of heavy easterly gales, and was obliged to put into Broadhaven Island to repair sales and other damage.

GIBRALTAR, Dec 17—The Nicaragua, Lewis, from New York for Beyrout (petroleum), has