THE CARNIVAL IN WASHINGTON

Great Gala Day in the Capital.

Dismal skies no Obstacle to the Festivities—Trotting and Running Races—Southern Chivalry Out in Full Force—The Procession—Droll Sights on the Avenue—What the Masquers Wore—Masquerade Ball—Conclusion of the Carnival.

WASHINGTON, Feb. 21, 1871.

Washington never yet in all its history saw as mad a day and night as this, the second of the grand carnival. The day itself, contrary to all expectations, was a dismal one, succeeding the bright and sunny noon of Monday, and the sky had a very leaden look, threatening all sorts of misfortunes to the jovial masqueraders who had procured their costumes for a midday parade. Dismal as the day was the inhabitants of Washington and their very many thousands of guests, who came from every quarter, could not be prevented from thronging Pennsylvania avenue at an early hour in the morning to witness the coming spectacle.

THERE WERE FIVE RACES

at the opening of the day's sport, in which everybody ran his horse, regardless of his neighbor's comfort, from one end of the avenue to the other. This part of the spectacle did not seem an interesting one to the great, swarming, good-humored, democratic crowd, and they awaited the next act with exceeding anxiety. President Grant and family witnessed the scene from the balcony of the St. James Hotel, and sat the proceedings out with admirable patience. The display of horses and vehicles was much larger and handsomer than that of yesterday, but few equipages worthy of special note other than those mentioned in these despatches yesterday were seen. Upon the conclusion of the display premiums were awarded as follows:—For the best four-in-hand, a handsome whip; best public hack, a handsome pair of blankets; best private one-horse carriage, a handsome robe, and for the best private double team, a costly whip. Following the scrub races came

A TOURNAMENT,

in which forty or fifty young gentlemen, in tights and spangles, and wearing barret caps, with plumes of different colors, and having fiery neckties and wild scrubs, took part. There were the Knights of Maryland, Virginia and the District of Columbia in the medley throng, and each mediæval hero did his level best in tilting at the rings which were set up as a mark for their lances. One word should be said for these gentlemen. They all rode horses which had blood and fire in their veins, and they rode their animals as only Americans south of Mason and Dixon's line can ride. The tournament having ended without any *éclat*, the next feature of the programme was

TWO TROTTING RACES

to gentlemen's road wagons, the entries being District horses. This was followed by a running race under saddle, the most exciting and hotly contested of the day. Then came the grand feature of the day—

THE PROCESSION, EVOLUTIONS AND MUMMERIES

of over two thousand persons dressed in masquerade costumes—not the costumes which are seen on the streets of New York on the eve of Christmas Day, or on Thanksgiving—worn out, tattered and frayed and discolored beyond recognition, but costumes which had been made in Paris for the New Orleans Mardi Gras performers, of the most incongruous and yet elegant description, in which every known and unknown character of the globe was represented. The procession commenced its march at three o'clock and ended it at seven. By daylight the scene was a most attractive one, and doubly so after dusk, when the masqueraders provided themselves with torches, Chinese lanterns, &c. The procession was headed by the Lord of Misrule, arrayed in kingly costume and exercising despotic sway over his motley throng of subjects. The first division includ a squad of sixty small boys dressed in imitation of the Washington policemen, and officered by a six foot Falstaffian-looking chief. Representations of the principal characters of Mother Goose's melodies, Humpty Dumpty, Old Woman in a Shoe, Old Mother Hubbard, Mary with her little lamb; Little Red Riding Hood, Old King Cole, &c. The second division had at its head a wagon containing various characters and representing the

INAUGURATION OF THE FIRST FEMALE PRESIDENT,

and burlesques on the organization of affairs under a government composed exclusively of women, including a female police corps, female militia company, with toasting forks, and a cavalry company with brooms for weapons. Indian Commissioners were represented by two stalwart Indian chiefs hobnobbing with a couple of prim Quakeresses; the Patent Commissioner by a man feeding a baby with a nursing bottle, while his other half sat at a sewing machine smoking a cigar. Other carriages contained masqueraders with masks representing prominent Congressmen, while another represented the editorial room of a newspaper, with Horace Greeley in charge, news editors with enormous scissors, nautical reporter with huge telescope and many small reporters with very large pens and notebooks.

In the third division were several hundred masqueraders in every conceivable costume, who executed various fantastic dances and general tricks, much to the amusement of all. This masquerade procession was considered one of the very best features of the entire carnival. In the evening the buildings along the entire length of the avenue were again illuminated, and, if possible, more brilliantly than on the previous evening. Shortly after seven o'clock

THE PYROTECHNICAL DISPLAY

was given. Among the best pieces were a Masonic jewel, Continental Union cockade, original Yankee windmill and fountain of sparkling silver. The exhibition terminated with a grand temple in honor of Washington, 100 feet in length, and displaying a gorgeous combination of variegated fires, detonating maroons, sun cases and fireworks of all kinds known to the science of pyrotechny. The entire avenue was a blaze of light, the line of Chinese lanterns extending the length of it on either side. The calcium lights, the brilliant window illuminations, the gas jets, the flag decorations, the waving banners, the dense mass of humanity surging up and down its length, the gay bands of music mingling with the joyous shouts and gleeful laughter of the admiring throng, and the splendid equipages rolling to and fro, with their gayly decked steeds, composed a scene which has never before been witnessed in the national capital. Many of these turnouts dashed along in the direction of the National theatre where a

GRAND MASQUERADE BALL,

the closing event of the carnival, took place. The exterior of the theatre presented a very attractive appearance, with its gay festoons of national flags, and the Jenness House, adjoining, in which the supper was given, was among the most beautifully decorated buildings in the city. It was completely covered with flags, and in the centre a large portrait of Washington was draped in the red, white and blue. Flowers were mingled with the flags and streamers, and on the top of the house the large gilt wings of an eagle were spread. Festoons of Chinese lanterns shed a rich golden brilliancy over the scene. The doors of the theatre were thrown open at a quarter to nine o'clock, and a promiscuous crowd rushed into the building. The stage and the orchestra were floored over, affording considerable room for dancing. Strips of bunting were festooned from the ceiling. Flags were draped over the stage opposite the entrance, and in the centre of the stage a large star, composed of crimson, white and gold, glittered, and just beneath it was a crimson banner, bearing the inscription in gold letters, "Grand Masque Ball." The parquet and dress circle were occupied by spectators. The band was stationed in a section of the dress circle. At half-past nine the grand promenade march began and

EVERY VARIETY OF GROTESQUE FIGURES

and persons in curious costumes kept time to the music. Among them was one representing winter—a short dress of white poplin was covered with frosted illusion, which glittered like a shower of diamonds; slippers and a little fancy cap of the same. A petite, graceful figure appeared in a white satin Spanish dress, with scarlet band on the skirt, edged with gold fringe; a scarlet satin overskirt, elaborately trimmed with gold, and a blue velvet jacket, almost covered with gold embroidery, and a coquettish cap completed this costume. A Greek dress of white and green satin, with silver trimmings, attracted much notice. Of course there were the inevitable Night, Morning, Paul Pry, Yankee Schoolmarm, peasant girls, seasons, Hamlet, nuns, Highlanders, pages and flower girls. At half-past ten the band struck up "Hail to the Chief," as

THE PRESIDENT AND PARTY

entered a private box. Immediately afterward the festivities were regularly inaugurated by a quadrille. A page, in a scarlet and green velvet costume, glittering with gold embroidery and trimmed with ermine, danced with a stalwart Indian. Many other handsome costumes were worn, and the faint, misty light of the Lenten dawn glimmered over the east before the weary dancers rolled away to their homes.

New Orleans Carnival.

NEW ORLEANS, Feb. 21, 1871.

The carnival passes off quietly. The strangers in the city are estimated at 75,000, 20,000 having arrived within the past four days. The hotels are overflowing. Those arriving by boats for the past two days retain their staterooms for want of hotel accommodation.

OBITUARY.

Hortense Katerina Schneider.

This distinguished *artiste* in *opéra bouffe*, the representative prima donna of Offenbach, died in London yesterday. She was born in Bordeaux in 1836, and was consequently thirty-five years of age. She first appeared on the *opéra* stage at her native place, Bordeaux. She played through the provinces, and finally appeared at the Varieties theatre, in Paris, ten years ago. Her salary at that time and in that theatre was 6,000 francs a year, a sum that would not have begun to keep her in gloves during the later years of her career. She played four years at this theatre, and finally quarrelled with the manager on account of the meagreness of her pay, and left. She then went to the Palais Royal, where she appeared in "Le Poncho Grasso," "La Marie du Mardi Gras" and "Le Diable Rose." It was here she attracted the attention of Offenbach. He discovered how aptly she was adapted for the style of *opéra bouffe* with which he was then enchanting the Parisians, and he at once engaged her again at Le Varieties. He wrote "Le Grande Duchesse" especially for her and gave her 400 francs a night. Afterward, when Offenbach left the Varieties and took the Bouffe Parisian she went with him, and ever after played only under his management. Her voice was not strong but sweet and wonderfully sympathetic, and was the only voice known to the public which could be said to be just suited to Offenbach's music. As might well have been expected she was very capricious. She frequently failed to appear through caprice, and sang well or indifferently as happened to suit her whim of the moment.

Regarding her London engagement, it was reported, and, in fact, it is well known, that the Prince of Wales contributed most extensively to her success, so much so that it became a matter of town scandal. Mlle. Silly, *ex-prima donna* of Fisk's Opera House, was the particular object during one season of Mlle. Schneider's engagement in Paris of the lamented artist's enmity. Between Silly and Schneider, whatever may have been the merits of the quarrel, the Parisian papers were filled with scandal, recriminations and abuse for several weeks. After Schneider we know of no *opéra bouffe artiste* who can make Offenbach a success. *Opéra bouffe* has already been killed in this country. Schneider was considered the representative of *opéra bouffe*, and with her expires this frothy bubble of *soi disant* music.

Commodore Peter Turner, United States Navy,

in charge of the Naval Asylum at Philadelphia, died on the 19th inst. at that institution. Commodore Turner was born in Rhode Island, and was appointed from that State on the 4th of March, 1823. He served in the sloop Cyane, on the Brazil station, in 1827; was promoted to passed midshipman March 23, 1829; commissioned lieutenant June 21, 1832; attached to receiving ship at Boston, 1833-4; schooner Boxer, Pacific squadron, 1837; frigate Constitution, Pacific squadron, 1840; frigate Raritan, Brazil squadron, 1845-6; special duty Navy Yard, Portsmouth, 1847-50; commanding storeship Southampton, 1852; commissioned commander July 1, 1861; commissioned as commodore July 16, 1862. He was a popular and gallant officer, and his death takes away another from among the few remaining naval officers of the olden time.

William E. Gibbs.

This gentleman, prominent in Rhode Island politics half a century ago, died at Newport yesterday, in the eighty-fourth year of his age. Mr. Gibbs was born in Rhode Island, and from 1821 to 1824 held the position of Governor of the State. Personally he was an estimable gentleman, and was much esteemed by all who knew him.

RAILROAD ACCIDENT.

Train on the Boston and Fitchburg Railroad Thrown from the Track—Narrow Escape of Employes from a Frightful Death.

BOSTON, Feb. 21, 1871.

As the seven A. M. train from Providence and Boston for Fitchburg was passing between Southboro and Northboro, near the State Farm station, and running at the rate of twenty miles an hour, the forward car, containing the baggage and express freight, was thrown from the track, followed by two passenger cars and the United States and Canada express car in the rear of them. The engine kept the track. The baggage and express cars were precipitated down a steep embankment. The passenger cars, however, remained near the track and their occupants were unharmed. William Colburn, the conductor; E. L. Lincoln, baggage-master, and L. Osborn, brakeman, were in the baggage car at the time of the accident, and the passengers immediately set to work to rescue them. Colburn was found unhurt, Lincoln was taken from the wreck senseless, and Osborn was severely injured in the back. The safe in the express car fell upon the messenger, Mr. Hall, and he was badly bruised. Mr. Cyrus Collins was the only passenger injured.

THE BOGUS DIVORCE BUSINESS.

Another Call for House—He is Wanted at Litchfield—More Perjury.

NEW HAVEN, Conn., Feb. 21, 1871.

On Monday evening Sheriff Hotchkiss, of this city, received a warrant issued by Henry C. Graves, Justice of the Peace of the town of Litchfield, directing him to arrest Orson A. House, now confined in the jail here under the charges of subornation of perjury, and bring him before said Graves to answer to the charge of perjury. The warrant alleges that one Daniel J. Sprague, of Buffalo, N. Y., brought a petition to the Superior Court of Litchfield county, alleging that he lived in Cornwall, Conn.; that he was married November 25, 1858, to Arminda D. Sprague, and that on the 18th of March, 1866, she abandoned him; also that said petition was heard on the 20th of April, 1898, before the Superior Court, when Alfred M. House, alias M. O. House, alias E. O. House, alias M. House, alias O. A. House, of New York, appeared as a witness and swore that he knew Sprague and that Sprague had resided for five years in the town of Cornwall, in Litchfield county, and that his wife had abandoned him, all of which was false. The warrant has not been served yet, and it is proposed to wait and see if House gets bail in the cases in which he was bound over on Saturday last, and if he does to then arrest him and take him to Litchfield. Sprague, the petitioner, was arrested last fall and tried for perjury at Litchfield, but the jury failed to agree upon a verdict.

MYSTERIOUS ARREST.

One of the Philadelphia Bank Robbers Supposed to be in Custody.

A mysterious arrest was made by some of the officials at Police Headquarters at a late hour last night, and the unfortunate individual placed under lock and key. At a late hour in the night a prominent member of the legal profession, accompanied by a well known city official, visited headquarters and desired an interview with the prisoner; but Superintendent Kelso not being present to sanction the request, the attorney was compelled to defer his legal advice and influence until this morning.

From information received by a HERALD reporter from a private source, it is probable the officers have captured one of the desperadoes who burked and gagged the night watchman of the Kensington Bank in Philadelphia on the night of February 3, and robbed that institution of $60,000.

METEOROLOGICAL RECORD.

Tuesday, Feb. 21—11:47 P. M.

WAR DEPARTMENT, SIGNAL SERVICE, UNITED STATES ARMY.

Place of Observation.	Height of Barometer.	Thermometer. Degrees.	Direction of the Wind.	Force of the Wind.	State of the Weather.
Augusta, Ga.	30.06	52	—	Calm.	Cloudy.
Baltimore	30.42	26	N. E.	Gentle.	Clear.
Boston	30.54	14	N.	Gentle.	Clear.
Buffalo	30.42	18	S. E.	Gentle.	Clear.
Charleston	30.12	56	—	Calm.	Fair.
Cheyenne	29.07	34	W.	—	Clear.
Chicago, Ill.	30.40	30	N. E.	Brisk.	Fair.
Cincinnati	30.27	37	N. E.	Brisk.	Fair.
Cleveland	30.45	19	N. E.	Gentle.	Clear.
Corinne, Utah	28.81	30	N. E.	Brisk.	Snow.
Detroit	30.42	16	N. E.	Gentle.	Clear.
Duluth	22.27	21	N. E.	Gentle.	Fair.
Indianapolis	30.18	54	E.	Gentle.	Clear.
Key West, Fla.	30.16	70	N. E.	Gentle.	Fair.
Knoxville	30.19	52	W.	Gentle.	Clear.
Lake City, Fla.	30.10	59	S. W.	Brisk.	Fair.
Milwaukee	30.33	27	S. E.	Brisk.	Clear.
Mobile, Ala.	30.09	59	S.	Gentle.	Clear.
Nashville	30.04	57	S. E.	Gentle.	Rain.
N. Orleans, La.	30.08	62	S. W.	Gentle.	Fair.
New York	30.42	24	N. W.	Brisk.	Clear.
Omaha, Neb.	29.88	34	S. E.	Gentle.	Clear.
Oswego	30.34	12	S. E.	Gentle.	Clear.
Philadelphia	30.48	34	N.	Brisk.	Clear.
Pittsburg, Pa.	30.45	28	N. W.	Gentle.	Clear.
Portland, Me.	30.36	9	N. E.	Gentle.	Clear.
Rochester, N.Y.	30.33	14	S.	Gentle.	Clear.
Savannah	30.11	57	—	Calm.	Clear.
St. Paul	30.21	26	S. E.	Gentle.	Cloudy.
Toledo, Ohio	30.43	19	E.	Gentle.	Clear.
Washington	30.34	29	N. E.	Gentle.	Clear.
Wilmington, NC	30.31	48	N. E.	Brisk.	Cloudy.
Norfolk	—	37	N. E.	Gentle.	Cloudy.
New London	30.37	14	N. E.	Gentle.	Clear.

Barometer corrected for elevation and temperature.

SUPREME COURT OF THE STATE OF NEW YORK.

ALBANY, Feb. 21, 1871.

The Supreme Court, General Term, to-day affirmed the judgment of the court at Binghamton, in the case of Ruloff. Opinions were delivered by Judges Miller and Potter.

In the trial of John J. Filkins, the alleged express robber, only one juror was obtained to-day out of over twenty called and examined. The court adjourned till Thursday.

LARGE FIRE IN BEEKMAN STREET.

A Fireman Injured.

At twenty minutes past one o'clock this morning a fire broke out in the second floor of the four story brick building No. 29 Beekman street, completely destroying the building, which was owned by William O'Connor.

The first floor, occupied by the Providence Tool Company, was damaged $30,000; the second, third and fourth floors, occupied by A. W. McDowell, Jr., & Co., printers and lithographers, damaged $20,000. The loss on building is estimated at $30,000.

John Riley, a member of Engine Company No. 7, was nearly suffocated with smoke. He was removed from the building in an insensible condition and conveyed to Park Hospital, where it was discovered he had received severe wounds about the head and body. At half-past two o'clock this morning the fire is still burning and communicating to the adjoining building, No. 31. Owing to the lateness of the hour it could not be ascertained whether there was any insurance or not.

MASSACHUSETTS INTELLIGENCE.

Catholic Temperance Movement—Embezzlement by Bank Officers—The French Relief Fund.

BOSTON, Feb. 21, 1871.

A movement has been inaugurated looking towards a union of all Catholic temperance societies in Massachusetts for a better promulgation of the temperance cause.

The *Transcript* learns that through the instrumentality of the National Bank Examiners in this district several delinquencies in the conduct of the officers of the Boston National Bank have been brought to light. The extent of misapplication of funds has not been exactly ascertained; but it is confidently believed that the bank will not suffer any loss, except the loss of the services of unfaithful officials.

The French relief fund of Boston amounts to $79,000.

The Merrimac river at, Lowell, has risen three feet from the recent rains.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises..... 6 45 | Moon sets.....eve 9 04
Sun sets..... 5 44 | High water...eve 10 43

OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF FEBRUARY AND MARCH.

Steamer.	Sails	Destination.	Office.
Acadia	Feb 22	Glasgow	7 Bowling Green
Colorado	Feb 22	Liverpool	29 Broadway.
Australia	Feb 25	Glasgow	7 Bowling Green
Pereire	Feb 25	Havre	58 Broadway.
Wisconsin	Mar 1	Liverpool	29 Broadway.
Trojan	Mar 1	Glasgow	7 Bowling Green
Columbia	Mar 4	Glasgow	7 Bowling Green
Wyoming	Mar 8.	Liverpool	29 Broadway.

PORT OF NEW YORK, FEBRUARY 21, 1871.

CLEARED.

Steamship Pennsylvania (Br), Lawson, Liverpool—National Steamship Co.
Steamship City of Manchester (Br), Eynon, Liverpool via Halifax—John G Dale.
Steamship Columbia (Br), Small, Glasgow—Henderson Bros.
Steamship South America, Tinklepaugh, Rio Janeiro, &c—W R Garrison.
Steamship Caulatro (Sp), Manson, St Jago—J E de Rivera & Co.
Steamship Leo, Dearborn, Savannah—Murray, Ferris & Co.
Steamship Charleston, Berry, Charleston—H R Morgan & Co.
Steamship Wm P Clyde, Parker, Norfolk, City Point and Richmond.
Steamship Saratoga, Couch, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship Isaac Bell, Blakeman, Norfolk—Old Dominion Steamship Co.
Steamship Regulator, Freeman, Philadelphia—Lorillard Steamship Co.
Steamship Glaucus, Walden, Boston—H W Whitney.
Ship Osceola (Br), Kerr, Liverpool—Henderson Bros.
Ship Cornelius Grinnell, Griffin, London—Grinnell, Minturn & Co.
Ship Crusader (Br), Jenkins, London—Funch, Edye & Co.
Ship Marianna III (Port), Palha, Lisbon—L E Amsinck & Co.
Ship Fawn, Luce, Galveston—Thos Dunham's Nephew & Co.
Bark John Banfield (Br), Williams, Bristol, E—Geo F Bailey.
Bark Bessie North (Br), Porter, Cork or Falmouth for orders—H J DeWolf & Co.
Bark Montezuma, Hammond, Barbados—T T & F A Dwight & Co.
Bark Deborah Pennell, Reed, Southwest Pass for orders—Nesmith & Sons.
Brig J Bickmore, Henley, Havana—Brett, Son & Co.
Brig Cheviot, Whitney, Havana—J E Ward & Co.
Brig Josie, Pettigrew, Calbarien—Simpson & Clapp.
Brig Parana, Edgett, Matanzas—Heney & Parker.
Brig Omer, Comeau, Digby, NS—Heney & Parker.
Schr Carrie Douglass (Br), Wymera, Port au Prince—Brett, Son & Co.
Schr Martha S Pike, Howard, Kingston, Ja—B J Wenberg.
Schr Mary E Woodhull, Davis, Brazos Santiago—Woodhouse, Southmayd & Rudd.
Schr Ridgewood, Derrickson, Georgetown and Port Bluff, SC—D Hurlburd & Co.
Schr Constitution, Smith, Newbern—Jonas Smith & Co.
Schr American Eagle, Shaw, Wilmington, Del—Wm Chalmers.
Schr Bessie Morris, Allen, Philadelphia—J W Elwell & Co.
Schr Continental, Stephenson, New Haven—T S Pope & Bros.
Schr Lewis Jane, Sypher, New Haven—Ferguson & Wood.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Wisconsin (Br), Williams, Liverpool Feb 8, with mdse and passengers, to Williams & Guion. Experienced heavy westerly gales to the 14th, when it blew a hurricane from W, since then moderate weather and clear; Feb 17, lat 43 12, lon 49 50, passed a Cunard steamer, bound E; 18th, lat 44 21, lon 65 51, exchanged signals with a North German steamer, do; same date, lat 44 21, lon 65 51, with an Anchor line steamer, do; 19th, lat 40 29, lon 69 35, passed steamship Iowa, hence for Glasgow.

Steamship City of Brooklyn (Br), Brooks, Liverpool Feb 9, and Queenstown 10th, with mdse and 312 passengers, to J G Dale. Feb 17, lat 43 37, lon 47 12, passed steamship City of Cork, hence for Liverpool; 19th, lat 41 31, lon 62 06, exchanged night signals with a Cunard steamer, bound E.

Steamship Cleopatra, Phillips, Havana Feb 16, with mdse and 1 passenger, to F Alexandre & Sons.

Steamship San Jacinto, Hazard, Savannah Feb 18, with mdse and passengers, to W R Garrison.

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

Steamship Isaac Bell, Blakeman, Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.

Steamship E C Knight, Johnson, Georgetown, DC, and Alexandria, with mdse, to G B Merrick.

Bark Casco, Gardner, Minatitlan Jan 11, and Coatzacoalcos 25th, with mahogany, &c, to Geo S Stephenson & Co. In lat 29 15, lon 84 55, experienced a violent gale from NW; thence to lat 29, lon 79 55, light, variable weather; since encountered gales from NW, NE and ESE; passed Cape Hatteras 16th inst; 18th, had a heavy gale from S to SE, and hove to for 8 hours under close reefed maintopsail; in lat 34 44, lon 75 25, saw a large turtle, "steering S" as rapidly as his claws and a fair wind could drive him; 19th, 30 miles SW by W of the Highlands, took a pilot from boat F Perkins, No 13.

Brig Eastern Star (of New Haven), Foster, Demerara, 22 days, with sugar, &c, to H Trowbridge's Sons, from lat of Bermuda. Had heavy wester y and NE gales; been 6 days north of Hatteras.

Brig La Cayenne (Br), Doherty, Aux Cayes Feb 4, with logwood and coffee, to Morrison & Bartow. Had heavy weather from the lat of Bermuda; split and lost sails; been 6 days N of Hatteras.

Brig Isidora Rionda (Br), Plummer, Matanzas 15 days, with sugar to Youngs, Smith & Co—vessel to master. Been 7 days N of Hatteras, with head gales.

Schr Florence I Lockwood (of Norwalk), St John, Yallahs, Ja, 18 days, with logwood to A H Solomon & Co—vessel to Thomas, Holmes & Co. Had fine weather to Hatteras; been 7 days north of that point with westerly gales and occasional calms.

Schr Africana (Aus), Nicovich, Matanzas, 16 days, with sugar and molasses, to Miller & Bastian—vessel to order. Had heavy NNE and NW gales; lost jibboom and stove bulwarks; been 8 days north of Hatteras.

Schr Java (Br), Corson, Harbor Grace, NF, 25 days, with fish, to R P Currie. Had heavy westerly gales; lost jibboom, stove bulwarks, lost and split sails, and was obliged to throw overboard part of the cargo for the safety of the vessel.

Schr Addie Wessels, Lawson, St Andrews, 23 days, with cocoanuts, &c, to G Wessels. Had beauy weather.

Schr Matilda Brooks (of Brookhaven), Jones, Indianola, 20 days, with hides and cotton, to Evans, Ball & Co. Had fine weather. Been 5 days north of Hatteras.

Schr John S Ingraham (of Rockland), Packard, New Orleans 16 days, with mdse, to John S Ingraham & Co. Had fine weather the entire passage; Feb 17, lat 37 30, lon 73 40, spoke schr Hattie Allen, from New York for Savannah. (The J S I arrived 20th.)

Schr D Pierson, Pierson, Darien, Ga, 10 days, with lumber, to master.

Schr Palma, Rankin, Georgetown, SC, 6 days, with naval stores, to Bentley, Miller & Thomas.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Neptune, Baker, Boston for New York, with mdse and passengers, to H P Dimock.

Brig Volant (Br), Ganion, Salt Key for New York, 15 days, with salt to D McColl—vessel to Hatton, Watson & Co. Had fine weather the whole passage; Feb 5, in Turks Islands Passage, spoke brig Surprise (Br), Smith, from Boston for Truxillo.

Schr James G Tarr, Bruce, Fortune Bay for New York, with frozen herring to master.

Schr Alfred Walen, Gammon, Fortune Bay for New York, with frozen herring to master.

Schr Annie E Friend, Staples, West Isles, NB, for New York, with herring to master.

Schr Willard G Patten (new, 3-masted, 500 tons), Baker, Calais for New York, with ship timber to Boardman & Richardson.

Schr Aldana Rokes, Jameson, Wood's Hole for New York, in ballast, to J R Brown.

Schr Blondel, Chapman, Provincetown for New York, with fish to master.

Schr Surf, Abbott, New London for Elizabethport.

Schr Quinnepiac, Harding, New Haven for Virginia.

Schr Horace L Francis, New Haven for New York.

Schr M L Wedmore, Terry, New Haven for Virginia.

Schr Lavina Jane, Terry, New Haven for New York.

Schr Kent, Montgomery, New Haven for New York.

Schr Niagara, Worden, Bridgeport for New York.

Schr Mercer, Wasson, Bridgeport for Jersey City.

Schr Josephine, Baylis, Bridgeport for Elizabethport.

Schr Charles Hazard, Clark, Bridgeport for New York.

Schr Elm City, Kidd, Bridgeport for Elizabethport.

Schr Brandywine, Vingar, Bridgeport for New York.

Schr Nellie Bloomfield, Hobbie, Stamford for New York.

Schr S P Godwin, Waterbury, Stamford for New York.

Schr Racer, Howard, Cold Spring for New York.

Steamer Doris, Young, Providence for New York.

BOUND EAST.

Steamship Glaucus, Walden, New York for Boston.

Schr Alex H Cain, Simpson, Baltimore for Boston.

Schr Watchful, Reynolds, Elizabethport for Providence.

Schr John Brooks, Fox, Jersey City for New Haven.

Schr Mary A Rice, Rice, Jersey City for Providence.

Schr Herald, Hall, New York for Portland.

Schr Mary Brewer, Pease, New York for Rockland.

Schr E E Potter, Ellsworth, New York for Greenport.

Steamer Osprey, Kenny, New York for Providence.

Steamer Galatea, Nye, New York for Providence.

Excepting around Hart Island shoals and at Little Neck Bay the ice in Long Island Sound has very considerably diminished since yesterday. Sailing craft can now pass through without any serious difficulty. The steamship Neptune, from Boston for New York, is at anchor off Whitestone, and will proceed in the morning. Wind at 9 PM due North, blowing almost a gale.

BELOW.

Bark Amadine (Br), Burrows, from Amoy Oct 20, with tea, to order (by pilot boat Mary E Fish, No 4).

Bark Brother's Pride (Br), Boulton, from Liverpool, Dec 24, with mdse, to Snow & Burgess—vessel to H J De Wolf & Co (by Pilot Boat Mary E Fish, No 4).

SAILED.

Steamships Pennsylvania, Liverpool; City of Manchester, do via Halifax; South America, Rio Janeiro, &c; Leo, Savannah; Charleston, Charleston; Saratoga, and W P Clyde, Richmond, &c; Regulator, Philadelphia; ship Fawn, Galveston; bark Storm Bird, Wilmington, NC; brigs Emily Walters, Cardenas; G W Chase, do; W H Bickmore, Matanzas.

Wind at sunset NNE.

Shipping Notes.

☞ The Custom House will be open from 9 to 10 o'clock this morning.

Pier No 29 North river, at the foot of Warren street, is to be demolished, preparatory to being rebuilt in a thorough manner to accommodate a line of coastwise steamers.

It is a matter of the greatest importance that the bill for the protection of seamen now lying upon the table of the House of Representatives should have instant action. It has passed the Senate and been made the subject of a favorable report by the House Committee on Commerce, but it cannot get any further. It would seem, consequently, that poor Jack has no political strength, but the army of thieves and boarding house keepers, men who own shipping offices and their friends, who live by filching from the poor sailor, have the ability to advance their own interests. We hope the measure now pending, which is of such vital importance to a useful but dependent body of men, will engage the attention of the membes of the House and they try to understand its value to the commercial interests of the country. The British Parliament passed a law some forty years ago for the protection of seamen, depriving the sharpers of their privileges and giving the sailors an opportunity to ship for a voyage without undergoing personal outrage. The bill now on the table of the House assimilates to the British act, which has been of such benefit to the seaman, and therefore the proposed measure of relief has the advantage of successful application to recommend it. No objection can be made to its provisions, and it is to be hoped that soon the merchants and thousands of others throughout the country who are so interested in the well-being of this important interest will have the satisfaction of hearing of the successful passage of the bill and its becoming a law.

The resolution introduced in the State Senate last week having in view the regulation of the rates of wharfage in New York and Brooklyn is of interest. It provides that the following may be charged:—From every vessel of 200 tons burden and under, two cents per ton, and for every ton over 200 tons burden one-half cent per ton, except that all canal boats navigating the canals of this State, North river barges used in transporting coal or oil, shall pay the same rate of wharfage as required by law of April 16, 1860. Lighters to be one-half of the rates provided for in first section. Owners of piers may charge five cents per ton on all goods, merchandise and materials which remain on their piers over night.

Marine Disasters.

BARK TARIA TOPAN, at Boston 16th inst from Muscat, reports Feb 1, lat 32 17, lon 71 32, picked up a boat, with "Maggie Cain, Philadelphia," on her stern.

BARK CHANTICLEER, from Pensacola to Rio Janeiro, arrived at Demerara 28th ult, via Berbice, with captain deceased and vessel in distress, leaking and short of provisions. (The C was before reported ordered by U S consul at Berbice to proceed to Barbados.)

BRIG ANNIE M YOUNG (Br), Murphy, from Liverpool for New York, before reported at St Thomas leaky, sailed Feb 5 for destination, having repaired.

BRIG DAISY (Br), Butler, from St Marys, Ga, for Montevideo, with a cargo of lumber, put into Pernambuco Jan 13 leaky.

SCHR ABBOTT LAWRENCE, Mayo, from Boston Feb 2, for Surinam, experienced a terrific hurricane on the 5th, continuing until the 8th, during which had deck swept and cabin filled with water and the vessel sprung aleak, and was obliged to bear up for St George, Bermuda, where she arrived on the 11th inst, as before reported. Would discharge cargo and hoped to be ready for sea by the 22d inst.

SCHR SHILOH, Hubbard, at Baltimore from Matanzas, had heavy weather; lost mainsail, mainboom, maingaff, maingaffsopsail, bulwarks and stancheons; also got ashore on Plum Point on night of 14th inst, but came off on the next day, leaking slightly.

SCHR CRUSADER, with a cargo of pig iron, bound to New Haven, was ashore one mile west of Eaton's Neck, LI, on the 18th inst; she has lost bolts and chains.

GLASGOW, Feb 4—Yesterday the bark Antilles was taken into Kingston Dock. She has been discharged of her cargo, and the bags of clay that formed the bulkhead for raising her have also been taken out. Her stern now floats so high that the damaged part is above water mark. The total quantity of cargo taken from her amounts to about 4,400 bols of wheat and Indian corn. The remainder of the wheat, amounting to 1,700 bolls, is to be sold to-day.

QUEENSTOWN, Feb 10—Part of the crew of the American bark Annie Kimball brought in here on the 20th ult the French bark Ville de Dieppe, laden with cotton and wood, which they picked up derelict off Waterford.

The ship N & E Garduer, Journey, from London for New York, with a general cargo, put in here 8th inst, with rudder damaged.

The bark Sylvia (Nor), Olsen, which arrived here on the 8th from Philadelphia, had on board the captain and crew of the American bark Isaac R Davis, which were rescued under great difficulties, in lat 46 30 N, lon 24 30, in a gale of wind and heavy sea. The bark lay to for four hours before the crew could be taken off.

The steamship Crescent City, from New Orleans, with a general cargo, struck on a rock within 200 yards of Galley Head, on this coast, 8th inst, and has become a total wreck. Crew and passengers landed safely. She had on board $240,000 in specie, a portion of which has been saved.

SUNDERLAND, Feb 5—The Rajah (s), arrived here from Bremen, reports having passed on the 3d inst, riding at the entrance of the Weser, bark Lincoln, of New York, and the ship Wallace, of Boston, all well, the former for the Elbe, but both detained in consequence of the ice.

SEAVIEW, Feb 5—Capt Langdon, of the American ship Mary E Riggs, from New York for Antwerp, which put into the Motherbank 3d inst, reports made the run to the Chops of the Channel in 21 days, and was beating up Channel 14 days with light east winds.

ST HELENA, Jan 12—Another survey was held on the 9th inst on the bark Jennie Ellingwood, of St Andrews, NB, from Sundswall from Melbourne, which put in here leaky; certain necessary repairs were recommended, so that she may be able to reship her cargo and proceed to her port of destination.

Miscellaneous.

Purser J T Baldwin, of the steamship Cleopatra, from Havana, has our thanks for favors.

We are indebted to Purser H Gorham, of the steamship San Jacinto, from Savannah, for favors.

Notice to Mariners.

AFRICA: WEST COAST—GAMBIA RIVER—BUOY ON AFRICAN KNOLL.
HYDROGRAPHIC OFFICE, ADMIRALTY, LONDON, Jan 24, 1871.

Information has been received from the Governor of the West African Settlements that a Black Buoy with Cage has been moored upon the east end of the African Knoll, entrance of Gambia river, in 2½ fathoms at low water. Position, lat 13 deg 34 min 40 sec N, lon 16 deg 36 min 50 sec W.

Also that no lig htvessel is now stationed at the river entrance.

By command of their Lordships,
GEO. HENRY RICHARDS, Hydrographer.

Whalemen.

Arrived at Barbados Jan 25, schr S E Lewis, Paine, of Boston, with 50 bbls oil; 29th, bark Mary Frazier, Caswell, of NB, 450 do (and sailed 30th); Feb 6, schr Antarctic, Cornell, of Provincetown, 300 do; 8th, ship Com Morris, Barton, do, 720 do.

Sailed from do Jan 30, schrs G J Jones, Ears, of FH, to cruise; Feb 6, schr O M Remington, Remington, of Provincetown, do.

Arrived at Algoa Bay Dec 17, John P West, Manchester, of New Bedford (and proceeded same day).

Spoken—No date, &c (by bark Napoleon, at Norfolk Island Nov 26), ship J ames Arnold, Briggs, New Bedford, 400 bbls oil; all well.

Spoken.

Ship King Philip, Daly, from San Francisco for Liverpool, Jan 7, lat 5 N, lon 30.

Ship Juventa, from Liverpool for Bombay, Jan 7, lat 3 53 N, lon 25 23 W.

Ship Montana, Balch, from Liverpool for Calcutta, Jan —, lat 9 31 S, lon 29 22 W (by a vessel which was in lat 12 05 S and 27 W).

Ship Gardner Colby, Dunbar, from New Orleans for Bremen, Feb 4, off Cork.

Bark Amalthea, 60 days from Amoy for New York, Dec