# WASHINGTON.

## Captain Schufeld's Report on the Tehuantepec Canal Survey.

## A Survey of the Nicarauga Route to be Made.

## Strike Among Colored Railroad Laborers.

## Two Dollars Demanded for Eight Hours' Work.

WASHINGTON, June 1, 1871.

**Tehuantepec Ship Canal Survey—Importance of the Work—The Darien Canal a Failure.**

Captain Shufeldt, who recently returned from the survey of the Tehuantepec route for an interoceanic canal, left here this evening, in company with the corps of officers who assisted him, for Stamford, Conn., where they will devote their entire time to the completion of an elaborate report of the surveys made on the expedition. The report, which it is expected will be completed by the 1st of August next, and making a volume of not less than three hundred pages, will include subjects upon the practicability of the route, the geological character of the country, its material resources for the construction of the works, especially as it relates to wood and stone; the natural history of the country, climatology and the ability of the natives to perform the manual labor required in the construction of the canal. Captain Shufeldt says the entire length of the canal will not exceed 100 miles, with a feeder of not less than thirty miles. He thoroughly surveyed on the Gulf side the rivers Coatzacoalcos, Uspnapa and Coachapa, and the lagoons and harbors of Salina Cruz, on the Pacific side, and got a very good map of summit level. The greatest elevation will not exceed 800 feet, with seventy locks on either side of the level, for the construction of which there is plenty of stone in the country. The depth of the canal, according to the plan proposed, will be about twenty feet, the width varying from 200 to 170 feet, and the rough estimate of its entire cost will be about $100,000,000. Since the return of Captain Shufeldt he has called upon the President several times, and has had extended conversations with him concerning the practicability of the route surveyed. The Executive takes an active interest in the project, and he is satisfied that the Darien survey is impracticable, and if, as there is now no doubt, a through cut canal must be abandoned, the route just surveyed by Captain Shufeldt is, in the opinion of the President, the best for a lock canal. It has, however, been suggested that, before this route could be made available, treaty rights between Mexico and the United States must be agreed upon, so as to secure this country from any foreign intervention, to provide protection for our people, as well as their property, and to allow American ships of war to pass through the canal in time of war. Captain Shufeldt states that the people living in this part of Mexico are deeper in barbarism than they were fifteen years ago, and that without the presence of American troops to guard the work as it progressed there would be no security for the amount invested. He believes that it should be essentially an American enterprise, rather to promote our commercial interests between the Western, Southwestern and Pacific coast States than as an international scheme. Upon the completion of his report it is understood that an expedition under his command will be fitted out to survey the Nicaragua route.

**Publication of the St. Domingo Report.**

The St. Domingo report has been printed at the government printing office and includes all the contributions of the scientific corps who visited the island, the testimony of seventy witnesses, and many State documents and statistics furnished by the Dominican government. It makes a volume of 285 pages, which will be ready for distribution in about a week.

**The Bowen Bigamy Case.**

The case of C. C. Bowen, ex-member of Congress from South Carolina, on trial for bigamy, was resumed to-day in the Criminal Court. Judge Olin decided that the record in the New York divorce case could be attacked for two reasons—first, for fraud, and second, want of jurisdiction. The record was in evidence, and it was admissible to show whether it was false or fraudulent. E. W. Plumb, Clerk of the Records of New York city, referring to the record of equity cases in his possession, read the entry in the case of Chris. C. Bowen against Frances Bowen, dated May 11, 1865. George D. Sickles testified he had been a lawyer in New York forty years; Cushing was connected with him until 1866; he had never seen Bowen in their office. Anson Herrick produced files of his paper, the *Atlas*, under date of January 14, 1865, but found no such advertisement as a notice of C. C. Bowen to Frances Bowen. Sydney S. Wood, connected with the New York *Daily Transcript*, gave similar testimony as to that paper. R. C. Beamish, Deputy Clerk of Chambers in New York, testified he was referee in May, 1865. No such case as C. C. Bowen against Frances Bowen was referred to him in that month and year, nor was there any such case on Judge Barnard's docket. Plumb was recalled and a record of the New York court was handed to him. It was a copy of a decree issued some months ago. He testified he issued the exemplification attached to it, but did not know its contents. This was last Monday. Mrs. Pettigrew King Bowen was called to the stand, and testified she had enclosed five dollars to the court for the paper in question, and got it to satisfy herself. She produced a letter showing a reply. There was no woman living in Louisville who claimed to be the wife of C. C. Bowen. Other testimony was that of the Chief of Police in Augusta, Ga., who swore that Mrs. Frances Hicks Bowen has been living there all the time since 1864. The testimony on both sides was closed, and the Court adjourned.

**Railroad Laborers on a Strike.**

A large number of colored laborers several days ago called upon the president of the Columbia Street Railway and his foreman to secure employment and accepted the wages offered—$1 25 a day. On Monday they reported at a point where operations were to be commenced, but demanded two dollars for eight hours' labor. This was refused, and only about a dozen went to work at $1 50, the price which the president consented to pay. The work proceeding too slowly, the directors gave the work to a contractor, who at once proceeded to employ men at $1 25 and some extra hands at $1 50 per day, mostly white laborers. This morning about three hundred colored men assembled at the corner of New York avenue and Thirteenth street to prevent these laborers from going to work. Threats were made by the strikers to the colored men at work that if they did not strike they (the strikers) would kill them. Great excitement was occasioned. Word was sent to the Chief of Police, who promptly repaired to the scene of disturbance and prevented any breach of the peace. The mob finally dispersed, but not before it had forced the men on both the private and public work of the contractor to leave him. The contractor says he finds plenty of good white men to work for $1 50 a day, and he will not employ colored men at any price. Only about twenty white men were at work on the railway this afternoon.

An immense meeting of the strikers, colored laborers, was held to-night at Union League Hall to take action concerning the strike and stoppages of private and public work to-day. The streets in front of the hall were thronged by persons unable to gain admittance, nearly all of whom were colored. A committee was appointed to wait upon Governor Cooke, the Board of Public Works and contractors, with a view of agreeing upon an equitable price for a day's labor, after which the meeting adjourned to meet next Monday evening.

**The New York Central Railroad Case.**

The appeal of the New York Central Railroad Company against the recent decision of Commissioner Pleasonton has been referred by Secretary Boutwell to the Solicitor of the Treasury, in order to obtain his opinion as to whether such an appeal can be made as a preliminary to final action on the subject.

**Army Reorganization—General Reassignment of the Leading Officers.**

Upon the return of General Sherman from his Southern and Western inspection tour, toward the end of this month, the expected reorganization of the military divisions and departments into which the country is divided will probably take place. The details are not yet fully arranged, but it is understood they involve the transfer of Lieutenant General Sheridan from Chicago to New York, from which point he will exercise a command extending over a territory embracing in its limits all the geographical possibilities arising out of the enforcement and the Ku Klux acts of the late sessions of the old and the new Congress. From the Pacific coast General Schofield will probably be recalled to command the Division of the Missouri, now under General Sheridan, and which is to be enlarged to include all of the Indian country, and thus to terminate the evils of a divided Indian jurisdiction. General Meade will be likely to succeed to the command of the Pacific division, unless he should prefer to remain on the Atlantic slope, in which case he could receive a department command under the Lieutenant General, and General Halleck, now in chief command in the South, be restored to his coveted post at San Francisco. The Department of the Lakes will in all probability be discontinued and its commander, General Cooke, find the reward of long and faithful service in the repose of the retired list. Other changes contingent upon these now foreshadowed are contemplated, but they are in an inchoate condition at present and do not afford enough ground for safe prediction of their character. The plan is one upon which the administration has spent much time, and will be faithfully carried into execution by the President.

**Fishing Vessels Destroyed by the Rebel Cruiser Tacony.**

A large number of claims have been presented to the Treasury since the late war from owners of fishing vessels destroyed during the rebellion by the rebel cruiser Tacony. The owners hold that all such vessels so destroyed ought to be entitled to the fishing bounty provided by Congress in the act "To encourage the fisheries." These claims have been pressed by members of Congress with great pertinacity for several years, and recently the whole subject has been presented to the Attorney General for his opinion, and that officer has just written a decision, in which he holds that all fishing vessels so destroyed by the Tacony shall be considered in the same light as like vessels which have been lost in the ordinary sense of that word as applying to ships foundered or wrecked at sea, and therefore provided for by the bounty of Congress.

**That $11,000,000 Legacy Not Forthcoming.**

The published statement that $11,000,000 have been bequeathed to the United States by a rich Englishman, who died recently, is believed to be untrue. Secretary Boutwell has received no such information.

**Prompt Transmission of Storm Signal Reports.**

For the first time since the establishment by the Signal Office of their eight new stations reports were received at six o'clock this evening from the entire forty-eight stations. The Signal Office expresses its thanks to the various telegraph companies for their promptness in sending the weather reports on the regular time.

**Government Troops to Aid in Collecting the Internal Revenue.**

The Commissioner of Internal Revenue has sent the following circular to the supervisors in the Southern States:—

In accordance with the recent proclamation of the President, the Secretary of War has issued orders to the commanding officers in the various departments directing them to co-operate with the civil officers in the enforcement of the laws, upon application of the latter officers for such assistance. Whenever, therefore, the aid of troops is necessary in your district you will apply for the force required, directed to the commanding officer of the department in which the troops are to be used, reporting your action to this office and the circumstances upon which it is based.

**Business Transacted at the White House.**

Generals S. Babcock and Dent and Secretary Douglas will remain at the Executive Mansion to transact such business as may fall within the range of their duties during the absence of the President.

**Movements of Foreign Diplomats.**

Baron Gerolt has not yet obtained leave of his government to return to Germany.

Sir Edward Thornton has obtained leave of her Majesty's government and will take passage, with his family, for Europe on the 24th inst.

**Appointments by the President.**

Just before the President left this city for Long Branch, this morning, he made the following appointments:—

Hon. George Bancroft, to be Envoy Extraordinary and Minister Plenipotentiary to the German empire. This displeases of the report that Mr. Bancroft was about to return to this country.

The President also appointed William H. Clagett and Henry L. Warner, of Montana, and William H. Parsons, of Texas, to be commissioners for celebrating the centennial anniversary of American Independence at Philadelphia; George W. Wood, Collector of Internal Revenue for the first district of Texas; Selah Waters, Assessor of Internal Revenue for the Third district of Tennessee, and Alexander H. Wallace, Collector of Internal Revenue for the Fifth district of Texas.

**Personal.**

Information has been received here that Judge Goldthwaite, Senator elect from Alabama, is dangerously ill at his home.

Mr. James L. Randolph will, it is stated, be tendered the position of Chief Engineer of the Southern Pacific Railroad. He at present holds a similar position on the Baltimore and Ohio Railroad.

### THE BALTIMORE RACES.

BALTIMORE, Md., June 1, 1871.

The trotting which was postponed from yesterday on account of the rain took place to-day. The track was in fine condition and the attendance large.

FIRST RACE.

Purse $1,000, for horses that never beat 2:33, best three in five, in harness; $600 to first, $250 to second, $150 to third.

SUMMARY.

| | | | |
|---|---|---|---|
| Hickory Jack | 1 | 2 | 1 1 |
| Andalusia | 2 | 1 | 3 2 |
| Fanny Fern | 3 | 3 | 2 3 |

Time, 2:34—2:31½—2:33—2:35.

SECOND RACE.

Special purse $3,500, best three in five, in harness; $2,000 to first, $1,000 to second, $500 to third.

SUMMARY.

| | | | |
|---|---|---|---|
| Goldsmith Maid | 1 | 1 | 1 |
| American Girl | 2 | 3 | 2 |
| Lucy | 3 | 2 | 3 |

Time, 2:21—2:23—2:22.

Both races are pronounced among the finest, most exciting and well contested ever witnessed. In the second race, first heat, Goldsmith Maid came in the winner, leading American Girl half a length, with Lucy close up, and in the last heat about one and a half lengths. During the third heat Goldsmith Maid never broke her trot or made a skip.

### THE PATERSON MUNICIPAL TROUBLES.

The First National Bank having loaned the republican half of the Paterson city government the sum of $25,000, which amount was placed in the hands of the republican Treasurer, James Dunn, a summons has been served upon Mr. Dunn to answer before the Supreme Court why he should not turn that money over to Mr. E. R. Mason, the democratic Treasurer. Things are getting mixed more and more every day, but some sort of a settlement will now be reached soon, undoubtedly, as the whole trouble will be investigated before the Supreme Court about the 6th of June. The two sets of city officers have continued in the performance of their duties since the difficulty commenced, and money has been paid out by both City Treasurers.

### TELEGRAPHIC NEWS ITEMS.

The annual session of the Grand Temple of Honor of the Sons of Temperance of the State of New York, in session at Rochester, elected the following officers for the ensuing year:—G. W. T., Calvin E. Keach (re-elected); G. W. V. T., James McDonald; G. W. R., J. T. Reed (re-elected); G. W. C., John Scott; G. W. U., W. H. Erwin; G. W. G., A. B. Norcross.

The Post Office at Newton, N. J., was entered by burglars Wednesday night and robbed of a small amount of money and some registered letters.

Daniel Losey, aged seventeen, was killed at Morristown, N. J., yesterday, by the falling of a derrick.

John Calvin was killed yesterday by falling from the masthead of the schooner Lucie B. Ives, off the Philadelphia Navy Yard.

Hirsch & Hyde's rope and bagging factory, in Louisville, Ky., was burned yesterday. Loss $60,000.

It is now estimated that there will be in California at least 100,000 tons of wheat for exportation of this year's crop, and fully five cargoes of the old crop are available for exportation.

Christopher Trautfalter was fatally shot in Baltimore yesterday while attempting to prevent a shooting affray between two brothers named Goodrich.

Owing to incessant rains and late frosts the cotton crop in Arkansas will probably prove a failure. In the mountain counties the prospects for wheat are very gloomy, and it is doubtful if even seed will be saved in the vicinity of Fort Smith.

The trial of E. M. Yerger for killing Colonel Crane is progressing in Jackson, Miss. The defendant's counsel made a motion to dismiss, on account of former jeopardy in the trial by military commission, which was overruled on the ground that such trial was unconstitutional.

# DISTRESS IN THE COAL REGIONS.

## Meeting at Tammany Hall in Aid of the Wives and Children of Fifty Thousand Miners.

### Resolutions of Sympathy—Addresses by Rev. Dr. Deems, Hon. S. S. Cox and Others, of This City, and Mr. O'Halloran, President of the Miners' Central Union.

There was but a very slim attendance at Tammany Hall last evening, in response to the call from the committee having in charge the appeal for aid for the families of the miners in Pennsylvania. Mr. Clinton Roosevelt presided and Mr. J. W. Browning acted as secretary.

The following preamble and resolutions were adopted:—

Whereas great distress has resulted to the families of the coal miners and laborers in Pennsylvania, from the conspiracy of the railroad companies and mine owners to raise the price of freight and fuel in the city of New York, to all classes of citizens, it is to the mutual interest of the sufferers from the avarice of the conspirators that there should exist a mutual understanding in order to prevent coal famines in the future in the towns and cities, as well as starvation of the workmen and their families.

Resolved, That as the railway and mine owners are the only parties benefited by the scarcity of fuel in the cities, they ought to be held responsible and not allowed to throw the blame upon the miners and laborers.

Resolved, that the miners and laborers, having been out of employment nearly half a year, and having exhausted all their means of living, all right minded citizens, whether agreeing with them in the policy of trades' unions or not, are bound by sympathy to assist, to feed the hungry and to clothe the naked.

Resolved, That in order to prevent a recurrence of the want of food and clothing on the one side and fuel on the other, the people ought to insist upon the right of eminent domain and the provisions of the constitution for the general welfare, to take possession of the railways and appoint a proper Board of Engineers to have them kept in order constantly for traffic, at a reasonable rate for freight.

Resolved, That the miners and laborers of Pennsylvania, in their struggle for their rights, have taken the means they thought best to resist oppression, and are deserving of the sympathy of all honorable citizens and of moral and pecuniary aid.

Resolved, That as the greatest rivers are produced from drops of rain, so the greatest benefactions are attainable by small donations from the multitude systematically gathered.

Resolved, That collectors be appointed by each trades' union in the towns and cities over the whole country, and that Congress be required to let in the coal of the New Dominion free of duty if the mine owners of New Brunswick or elsewhere will engage to pay the starving victims of avarice in Pennsylvania a fair day's wages for a fair day's work, and thus also supply the towns and cities with cheap fuel.

Resolved, That the obliging terms in which the Mayor of the city of New York has furnished the hall for the use of this meeting of citizens of all parties and occupations entitles him to a respectful vote of thanks, which is hereby tendered accordingly.

Sympathetic addresses were then made by Rev. Dr. Deems, Hon. Sunset Cox, Mr. C. Osborne Ward, Mr. Alexander Troupe and Coroner Young, all of whom spoke forcibly of the claims the wives and children of the miners had upon the public. Dr. Deems wished to be considered as speaking, not as a partisan, but as a Christian who felt the greatest sympathy for the sufferings and distresses the families of the miners were compelled to bear without any fault of theirs. Mr. Cox was eloquent concerning the monopolistic rule of the large companies, and traced many of the existing grievances to the system of protection which prevented Nova Scotia coal from coming to our markets without the ban of a heavy tariff. There were coal fields in New Jersey which yet awaited the miner's skill and labor. Coal was the handmaid of civilization—that staple product which perfected the material progress of England and the production of which in this country, upon a fair and honest basis, just to labor and to capital, should mark the beginning of a new era in our manufacturing development. After a few remarks from Ward Mr. Troup spoke at some length of the cause and the effects of the strike, denying that the miners had ever struck for higher wages, but always in opposition to a reduction of wages to starvation point. The six thousand men who still held out will aid their brethren now in the mines, and by and by successfully release them. When this strike was over and the monopolists thought that the men were peacefully in subjection there yet remained for the oppressors a bitter lesson to learn. That lesson would be taught them at the ballot-box, when men would be sent to the Legislature of Pennsylvania who would break these very laws by which conspiracy among capitalists had been so ruinous to the miners effected and untrammel the honest sons of toil from future miseries. Coroner Young spoke next, and alluded in most feeling terms to the exhausting labor by which the poor miners were obliged to earn bread for themselves and their families. If equal rights were to be accepted as a doctrine among men had not the miners as good a right to organize themselves into protective societies as had the millionaire masters? There were, fortunately, six thousand men still on strike, and the reason why these men were not at work was because to them was given the sacred duty of raising up from the depths of the mines, thousand after thousand, their unfortunate brothers, whom the calls of hunger and distress from their wives and families had compelled again to descend them. But he looked to the citizens of this whole country to redeem these men from the injustice and oppression millions of money had inflicted upon them, and from which now, more than ever before, they were suffering. They had met in that hall, however, not to discuss the wrongs or the rights of the miners' strike, but to respond, as workingmen had ever nobly responded in such cases, to the appeal for help and assistance which had come to them from the wives and children of their brother toilers in the mines of Pennsylvania.

THE ADDRESS OF MR. O'HALLORAN,

President of the Miners' Central Organization in Pennsylvania, came next, and its simplicity and evident truthfulness had a marked effect upon the audience. He said that some newspapers had endeavored to brand the miners, alleging against them gross falsehoods, and thus taking the side of the rich against the poor. He would begin at the beginning, and briefly state how the miners' organization had come into existence and this would be the best refutation of all calumnies. Before the Miners' Union was established the men were simply slaves. The corporations owned everything. The men were compelled to obey every order under penalty of being discharged. The lands and towns in all the districts were owned by the large companies, and the towns were separated from each other about five miles distant. Intervening were what in miners' language are called patches, which consist of just so many houses as are absolutely necessary for the working of a particular place. There were stores here, but the company owned the owners of them, and the men had to purchase here at rates twenty-five per cent higher than they could get their goods elsewhere. There was a doctor for each patch, a friend of the company, who had to get monthly seventy-five cents from the head of the family and each adult in each house. There were butchers with whom it was necessary to deal. It was supposed that there was no tavern in the place, but there was generally a friend of the company who sold whiskey on the sly. And so on with all the other branches of trade—they were all subject to the company and the miners were completely subject to them. But perhaps worse than all this, no efforts were spared to prevent discord among the men of different nationalities and different religions, and try to get them to fight among themselves the more easily to keep them in subjection. Under these unfortunate circumstances the men began to think of organizing a protective union, having begun at last to see the policy of the monopolists. An organization was effected, and in March, 1868, the union got a charter from the Legislature. In May 1868 there was a suspension of work for the purpose of forming a basis. This lasted for five weeks, when an agreement was drawn up and signed. After six weeks' work the companies objected to the agreement and then the men consented to a reduction of five per cent and to another regulation of the tonnage. Things went on in this way till the breaking out of the present strike, and then the companies had 400,000 tons of coal in New York and between here and the mines. They did not know what to do with it, and concluded to reduce the wages of the men thirty per cent in order to incite a strike. The result was that after the strike coal went up two dollars a ton, and the companies by that one move alone made $800,000. It was said by them that the men cared nothing about the sufferings of the poor in New York, and endeavored to force the companies to yield by the force of public opinion in that direction. When the miners heard this they sent word to the companies that they would work for two days without any pay, provided the companies would give the coal turned out to the poor of New York city and pay the freight of it. The monopolists refused. The small companies were willing to have the men go to work, but when the large companies heard this they immediately conspired with the railroad companies, and the result of the conspiracy has that coal that cost three dollars per ton at the mines cost nine dollars and ninety-five cents in Philadelphia, a distance of only one hundred and fifteen miles. Even if the men went then to work, and worked for nothing coal would not have been a cent cheaper in New York than it was. The speaker then explained about the sham investigation, which was announced to have come off on the 1st of May before the Supreme Court, but which investigation has never come off. He then gave an interesting description of the dangers to which the miners are exposed in their work, and calculated that there was one death from accident for every one hundred thousand tons of coal *worked* out. No day passed without a death or a serious accident. In speaking of the Pittston calamity he said it was simply the result of the negligence of the company in not complying with the law. Had there been another shaft in the mine the men might have all escaped. As for the fabulous wages which the monopolists had said miners were getting, the figures were merely a trick. It was possible that once in ten years some fortunate miner might make $500 in a month; but the average wages was very little more than that sum for a year.

A subscription was then taken up for the sufferers and the sum of $133 80 subscribed, $50 of which was from Bricklayers' Union No. 4, and $50 from one of the lodges of the Painters' Union.

After a few remarks from Mr. Ira B. Davis the meeting adjourned.

### THE COAL MINE DISASTER.

**Organization of a Board of Relief at Pittston.**

PITTSTON, June 1, 1871.

At an enthusiastic meeting of the citizens of Pittston this evening the committee to receive contributions for the relief fund for the sufferers of the West Pittston calamity was increased to fifteen, and now stand as follows:—O. F. Gains, M. Hughes, B. Bevan, R. D. Lacoe, W. J. Bruce, A. Hefferan, John Golightly, Abel Bynon, M. W. Morris, Thomas Waddell, Paul Boseman, Henry Smith and James Walsh. Generous subscriptions were handed in to the Secretary. A thorough organization of the Board of Distributors will be effected at once.

## PENNSYLVANIA INTELLIGENCE.

**Knights Templar on a Pilgrimage to the Holy Land—Important Land Suit—Immense Coal Field in Dispute.**

PHILADELPHIA, June 1, 1871.

The Alleghany Commandery of Knights Templar arrived here this morning and will proceed to New York to-morrow, *en route* to Jerusalem and the Holy Land. They will be joined at New York by a delegation of Templars of that city and will embark on the Oceanica on Saturday next. They were received by St. Mary's Commandery and were tendered a grand banquet at the Masonic Temple this evening.

Mr. Frank Osgood's new yacht, the Columbia, will leave here for New York on Sunday morning next.

A very important land suit was commenced at Pottsville to-day. It involves the title to twenty-nine tracts, of 400 acres each, of some of the most valuable coal lands in Schuylkill county, and is part of the Girard estate. Attorney General Brewsters and two ex-attorney generals of Pennsylvania are engaged as counsel. Judge Elwell, who was recently chosen umpire in the adjustment of coal troubles between miners and operators, presides.

### AMERICAN CONGREGATIONAL UNION.

BOSTON, June 1, 1871.

The American Congregational Union held its annual meeting in Mount Vernon church to-day. The Hon. Emory Washburn presided, and the Rev. Dr. Webb conducted the devotional exercises. The treasurer's report showed the receipts were $50,000 and the expenditures (including balance from last year) $52,500, which had been paid to sixty-four churches to aid them in building. Since the society was organized 700 churches had been aided to the amount of $375,000, the entire cost of such churches having been $2,500,000.

## EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, June 1—4:30 P. M.—Consols closed at 92 for both money and the account, ex-dividend. United States five-twenty bonds, 1862, 90½; 1865, old, 90½; 1867, 92½; ten-forties, 89.

LIVERPOOL COTTON MARKET.—LIVERPOOL, June 1—4:30 P. M.—The market closed steady. Middling uplands, 7½d.; middling Orleans, 8d. a 8⅛d. The sales of the day have been 18,000 bales, including 6,000 for export and speculation.

LIVERPOOL BREADSTUFFS MARKET.—LIVERPOOL, June 1.—Wheat, 10s. 10d. a 11s. per cental for No. 2 to No. 1 new red Western spring. Corn, 32s. 6d. per quarter for new.

LIVERPOOL PROVISIONS MARKET.—LIVERPOOL, June 1.—Cheese, 65s. per cwt. for the best grades of American fine. Bacon, 38s. per cwt. for Cumberland cut.

LIVERPOOL PRODUCE MARKET.—LIVERPOOL, June 1.—Refined petroleum 18d. per gallon.

LONDON PRODUCE MARKET.—LONDON, June 1.—Refined petroleum 17½d. a 18d. per gallon. Linseed oil, £32 10s. a £33 15s. per ton. Common rosin, 6s. 9d. per cwt. Spirits turpentine, 38s. per cwt.

# SHIPPING NEWS.

**Almanac for New York—This Day.**

Sun rises..... 4 30 | Moon rises....eve — —
Sun sets..... 7 25 | High water.morn 7 26

## OCEAN STEAMERS.

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

| Steamer. | Sails | Destination. | Office. |
|---|---|---|---|
| Oceanic | June 3 | Liverpool | 19 Broadway. |
| St. Laurent | June 3 | Havre | 58 Broadway. |
| Iowa | June 5 | Glasgow | 7 Bowling Green |
| Rhein | June 8 | Bremen | 68 Broad st. |
| City of London | June 8 | Liverpool | 15 Broadway. |
| Britannia | June 7 | Glasgow | 7 Bowling Green |
| Minnesota | June 7 | Liverpool | 29 Broadway. |
| Hansa | June 8 | Bremen | 68 Broad st. |
| Europa | June 10 | Glasgow | 7 Bowling Green |
| City of Wash'tn | June 10 | Liverpool | 15 Broadway. |
| City of Dublin | June 13 | Liverpool | 15 Broadway. |
| Idaho | June 14 | Liverpool | 29 Broadway. |
| Alexandria | June 15 | Glasgow | 7 Bowling Green |
| Ville de Paris | June 17 | Havre | 58 Broadway. |
| India | June 17 | Glasgow | 7 Bowling Green |
| Manhattan | June 17 | Liverpool | 29 Broadway. |
| Colorado | June 21 | Liverpool | 29 Broadway. |
| Caledonia | June 21 | Glasgow | 7 Bowling Green |
| Columbia | June 24 | Glasgow | 7 Bowling Green |
| Wisconsin | June 28 | Liverpool | 29 Broadway. |
| Sidonian | June 28 | Glasgow | 7 Bowling Green |
| Pereire | July 1 | Havre | 58 Broadway. |
| Atlantic | July 1 | Liverpool | 19 Broadway. |

## PORT OF NEW YORK, JUNE 1, 1871.

### CLEARED.

Steamship Sherman, Blanchard, Havana—Atlantic Mail Steamship Co.
Steamship Gen Barnes, Mallory, Savannah—Livingston, Fox & Co.
Steamship Albemarle, Couch, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship Volunteer, Howe, Philadelphia—Lorillard Steamship Co.
Steamship Dirigo, Johnson, Portland—J F Ames.
Steamship Nereus, Bearse, Boston—H F Dimock.
Bark Hugin (Nor), Ohlsen, Gloucester—Wendt, Tetens & Bockmann.
Bark Maresca, Maresca, Cardiff—Funch, Edye & Co.
Bark Norsk Flag (Nor), Nielson, Queenstown—Wedt, Tetens & Bockmann.
Bark Caspar Wild (Nor), Muller, Kiel—Funch, Edye & Co.
Bark Marco Polo, Minssen, Bremen—H Koop.
Bark Golden Fleece, Rhodes, Barbados—H Trowbridge's Sons.
Bark J & C Tucker, Hardenbrook, Sydney—Winchester & Towne.
Bark Snowdon, Fasham, Sydney—Miller & Houghton.
Bark Grace (Br), Irvine, Doboy, Ga—Wendt, Tetens & Bockmann.
Brig Ingham & Whittasker (Ital), Dilberto, Alexandria, Egypt—Slocovich & Co.
Brig Sea Bird (Br), Card, Cavenne—Reynal & Co.
Brig Flatella, White, St Thomas—Penlston & Co.
Brig Chanticleer, Morrison, Harbor Breton, NF—Howland & Aspinwall.
Schr Jeannette (Dutch), Dulven, Rotterdam—Funch, Edye & Co.
Schr Superb (NG), Bohn, Bahia—Wendt, Tetens & Bockmann.
Schr Adolph Hugel, Davis, Barbados—A Abbott.
Schr George Washington, Pinkham, Baracoa—E Puig & Co.
Schr Good Will (Br), Roberts, Harbor Island—J Eneas.
Schr Equator, Ranger, Harbor Island—J Eneas.
Schr Glo Chad, McBintock, Eleuthera—B J Wenberg.
Schr Kathleen (Br), Downey, Moncton, NB—Crandall, Bertaux & Co.
Schr Ring Dove, Swain, Jacksonville—Van Brunt & Bro.
Schr Frank Maria, Wood, Port Johnson.
Steamer S C Walker, Sherwin, Philadelphia.
Steamer Ann Eliza, Richards, Philadelphia.
Steamer Conc ord, Norman, Philadelphia.
Steamer Sarah, Jones, Philadelphia.

### ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Hansa (NG), Brickenstein, Bremen May 17, via Southampton 20th, with mdse and passengers, to Oelrichs & Co. First three days had moderate SE winds and good weather; latter part of passage SW winds and high cross sea, and throughout the passage dense fog; May 31, at 2:30 AM, during a thick fog, came in collision with bark Rhea (Nor), from Rotterdam for New York (see Disasters); 26th, lat 46 10, lon 41, ship Baron Hamborn, bound W.

Steamship Tillie, Partridge, Galveston via Key West May 27, with mdse and passengers, to C H Mallory & Co.

Bark Henry, Blair, Malmo March 30, Copenhagen April 7, via Elsinore 13th, with empty barrels, to Funch, Edye & Co. Came the northern passage, and had light, variable winds to the Banks; thence, 8 days, light SW winds with much fog.

Bark American Eagle, Baker, Seville via Perth Amboy, with mdse, to Wm Kink & Co.

Bark Reindeer (of New Haven), Wellington, Mayaguez, PR, 12 days, with sugar, to H Trowbridge's Sons.

Bark David McNutt (Br), Lockhart, Cardenas, 9 days, with sugar, to Jules Sazarac, vessel to J F Whitney & Co. Had moderate weather; been 3 days north of Hatteras.

Bark St Peter, Bartlett, Cay Francis 12 days, with sugar and melado, to S C Loud & Co. Had moderate weather; May 24, lat 28 26, lon 79 18, fell in with Capt Clark and crew of bark Mary Bentley, from Cay Francis for Boston, which had went down on the above date; took them on board, 11 in number, and brought them to this port. (See Disasters.)

Bark Morning Star (Br), Waugh, Guantanamo 15 days, with sugar and 6 passengers, to Waydell & Co. Had light wind; been 3 days north of Hatteras.

Brig Union (Br), Beacon, Demerara, 19 days, with sugar and molasses to Harvey Barnes—vessel to H J DeWolf & Co. Had fine weather; been 3 days north of Hatteras.

Brig Bride (Br), Brooks, Salinas via Arroyo, PR, 11 days, with sugar to Galway & Cassado—vessel to Boyd & Hincken. Had moderate weather; been 4 days north of Hatteras.

Brig Susan Bergen (of Brook Haven), Davis, Cienfuegos 13 days, with sugar to Fowler & Jova—vessel to B J Wenberg. Had light easterly winds and fog; 3 days north of Hatteras. May 29, lat 24, lon 75, exchanged signals with ship John Patten, bound south; sailed in company schr Jonas Smith, for Boston.

Brig Rover (Br), Neirn, Matanzas 10 days, with sugar, to Andrew Lindsay. Had fine weather; been 4 days north of Hatteras.

Brig Annie Seymour (Br), Outerbridge, Bermuda 6 days, with produce, to Jones & Lough. Had light winds and rainy weather most of the passage; May 29, lat 37 08, lon 70 05, spoke steamship Fah-Kee, hence for Bermuda.

Schr Marshal Keith (Br), Carnagie, Palermo 50 days, with fruit to W H Westervelt & Co—vessel to order. Passed Gibraltar May 1; had variable weather.

Schr Fanny Elder (of Bangor), Smith, Mayaguez, PR, 18 days, with sugar, &c, to J V Onativia & Co—vessel to H W Loud & Co.

Schr D W Saunders, Murray, Newbern 4 days, with shingles to Thos Benton & Son—vessel to Jonas Smith & Co.

Schr Village Queen, Conklin, Georgetown, DC, for Providence.

**Passed Through Hell Gate.**

BOUND SOUTH.

Bark Stag (Br), Wilson, Palermo for New York, 60 days, with fruit, to J F Whitney & Co.

Schr Mattie E Taber, *Aldridge, Bridgeport* for Georgetown, DC.

Schr Fannie F Hall, Gwinn, Stockton for Eddyville, with lumber to Rosendale Cement Co.

Schr Escort, Bradford, Bridgeport for New York.

Schr Olive Branch, Hill, West Farms for New York.

Schr Lavolta, Whitmore, New Haven for New York.

Schr Thos J Owen, Sellick, —— for New York.

Schr Metamora, Bates, City Island for New York.

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

Schr Racer, Howard, Cold Spring for New York.

Schr Margaretta, Wandner, Glen Cove for New York.

Schr Ida A Jayne, Jayne, Bridgeport for New York.

Schr Gloucester, Allen, Stonington for New York.

Schr Forest Oak, Barker, New Haven for Baltimore.

Schr R H Davis, Huntley, Boston for Poughkeepsie.

Schr E H Hamilton, Greene, New Haven for New York.

BOUND EAST.

Steamship Dirigo, Johnson, New York for Portland.

Steamship Nereus, Bearse, New York for Boston.

Brig Annie Collins (Br), Cochrane, New York for Windsor, NS.

Schr W P Phillips, Hawkins, Georgetown, DC, for New Haven.

Schr Clarabel, Nickerson, Georgetown, DC, for New Haven.

Schr Rebecca J Evans, Morgan, New York for Newburyport.

Schr J Russell, Miller, New York for Gloucester.

Schr Hydrangea, Smith, New York for Provincetown.

Schr Watchful, Reynolds, New York for Providence.

Schr John S Freeman, Carpenter, New York for Hartford.

Schr Senator, Nye, Hoboken for Pawtucket.

Schr Theodore Parker, Little, New York for Glen Cove.

Schr Jas Hoffman, Waterman, Hoboken for Hartford.

Schr R J Evans, Morgan, New York for Newburyport.

Schr Mary Hall, Parker, Eddyville for Providence.

Schr Laura S Hatch, Hill, Port Johnson for Hartford.

Schr Hannah Willets, Fish, Hoboken for Boston.

Schr Warren Gates, Smith, New York for Millstone Point.

Schr Dart, Williams, New York for Stamford.

Schr Julia A Berkele, Eldridge, Plymouth, NC, for Providence.

Schr Empire, Ferguson, Rondout for Boston.

Schr Isabella Thompson, Endicott, Philadelphia for Providence.

Schr Thos Cahill, Allen, New York for New Haven.

Schr Richard Borden, Borden, Poughkeepsie for Providence.

Schr Eureka, Mayo, Jersey City for Boston.

Schr S W Ponder, Frazier, Hoboken for Stamford.

Schr Pennsylvania, Huntley, Hoboken for Boston.

Schr Charley Cobb, Kennedy, Rondout for Salem.

Schr Herald, Hall, New York for Beverly.

Schr David Nelson, Ferris, New York for Hartford.

Schr A A Rowe, Spaulding, New York for New London.

Schr Jane, Packer, New York for Westerly.

Schr Emma, Fitch, New York for Noank.

Schr George Rogers, Rogers, New York for New London.

Schr A J Hammond, Payne, New York for Salem.

Schr C Matthews, Lawton, Hoboken for Boston.

Schr Mary Chapin, Gifford, New York for Newport.

Schr Caroline, Jones, Newbern, NC, for Greenport.

Schr Flying Arrow, Curtis, Port Johnson for Boston.

Schr Expedite, Rackett, Port Johnson for Norwich.

Schr Mariton, Baker, New York for Cromwell.

Schr Fannie Mitchell, Brown, Elizabethport for Plymouth.

Schr Haze, Spencer, Port Johnson for Providence.

Schr Wanderer, Jackson, New York for Searsport.

Schr Kathleen (Br), Wyman, New York for Munson, NB.

Schr Mary Ellen, Brett, New York for St John, NB.

Schr A Thompson, Lawson, Albany for Norwalk.

Schr Annie E Jacobs, Jones, New York for Plymouth.

Schr Henry Gibbs, Chase, New York for New Bedford.

Schr Kate Callahan, Avery, Port Johnson for New London.

Schr C A Hayden, Harrison, New York for Portland.

Schr Commerce, Tobin, New York for Boston.

Schr Northern Light, Harper, New York for East Weymouth.

Schr Daniel Webster, Conway, Hoboken for New Haven.

Schr New Regulus, Halleck, Newburg for Boston.

Schr Empire State, Williams, New York for New London.

Schr Urbana, Allen