"FATHER MORSE."

CONTINUED FROM FIFTH PAGE.

sent to the Senate, where it met with no opposition and was passed the last night of the session.

Now commenced a new series of trials, to which it is unnecessary here more than to allude. To Ezra Cornell, whose noble benefactions to his State and the country have placed his name, by the side of Cooper and Peabody, high on the roll of public benefactors, is due the credit of early and effective aid in the superintendence and erection of the first public line of telegraph ever established. Notwithstanding the success of the experimental essay, another important step was necessary ere the invention could demonstrate its vast utility. It was not until the skill and experience of the best Postmaster General that had ever held that office, Mr. Amos Kendall, were brought into requisition, that, amid many discouragements, the various companies were organized, and in the hands of such enterprising men as Sibley, who united the Atlantic and Pacific, and Swain, and Wade, and a host of determined men whose names would read like the pages of a dictionary, this vast country, from the northern boundaries of Canada to the Gulf of Mexico, and from the shores of the Atlantic to the Pacific, were webbed with telegraphic wires.

Another grand stride was yet to be taken ere international communication could be established. In October, 1842, the first submarine telegraph cable was laid by me in one moonlight night, in the harbor of this city, which proved experimentally the practicability of submarine telegraphy, and from the result of this success I ventured, the year after, in a letter to the Secretary of the Treasury, to predict the certainty of an Atlantic telegraph. It was then believed to be a visionary dream, and had the individual carrying out of so bold an enterprise depended upon me alone it might still have been a dream. But at this crisis another mind was touched with the necessary enthusiasm, admirably fitted in every particular, by incomparable energy and perseverence and foresight, as well as financial skill and influence, to undertake the novel attempt. To Cyrus W. Field, more than to any other individual, belongs the honor of carrying to completion this great undertaking. Associating with himself Cooper and Taylor, and Roberts and White, and Hunt, and Dudley Field and others on this side the Atlantic, and, two years later, Peabody, and Brett, Brooking and Lamson, and Gurney and Morgan and others in Great Britain, making the ocean but an insignificant ferry by his repeated crossings, undaunted by temporary failures and unforeseen accidents, he rested not till Britain and America were united in telegraphic bonds—the Old and the New World in instantaneous communication.

If modern progress in arts and sciences has given unprecedented facilities for the diffusion of the telegraph throughout the world, back of all are the former discoveries and inventions of the scientific minds of Europe and America, Volta, Oersted, Arago, Schweigger, Gauss and Weber, Steinheil, Faraday, Daniell and Grove and a host of brilliant minds in Europe, with Professors Dana and Henry, in our own country, in the past, and the more modern discoveries and inventions of Thomson, of Whitehouse, of Cooke, of Varley, of Glass and Canning and numerous others. These all, in a greater or less degree, contributed to the grand result. There is not a name I have mentioned, and many whom I have not mentioned, whose career in science or experience in mechanical and engineering and nautical tactics, or in financial practice, might not be the theme of volumes, rather than of brief mention in an ephemeral address.

To-night you have before you a sublime proof of the great progress of the telegraph in its march round the globe. It is but a few days since that our veritable antipodes became telegraphically united to us. We can speak to and receive an answer in a few seconds of time from Hong Kong, in China, where ten o'clock to-night here is ten o'clock in the day there, and it is perhaps a debatable question whether their ten o'clock is ten to-day or ten to-morrow. China and New York are in interlocutory communication. We know the fact, but can imagination realize the fact? But I must not further trespass on your patience at this late hour.

I cannot close without the expression of my cordial thanks to my long-known, long-tried and honored friend Reid, whose unwearied labors early contributed so effectively to the establishment of telegraph lines, and who, in a special manner, as chairman of your Memorial Fund, has so faithfully and successfully and admirably carried to completion your flattering design. To the eminent Governors of this State, and the State of Massachusetts, who have given to this demonstration their honored presence; to my excellent friend the distinguished orator of the day; to the Mayor and city authorities of New York; to the Park Commissioners; to the officers and managers of the various and even rival telegraph companies, who have so cordially united on this occasion; to the numerous citizens, ladies and gentlemen; and, though last not least, to every one of my large and increasing family of telegraph children, who have honored me with the proud title of Father, I tender my cordial thanks.

THE CLOSE.

A benedictory prayer was then offered up by the Rev. Dr. Ormiston, after which the meeting broke up to the music of the band, and so ended the great Morse demonstration.

RUNNING NOTES—POLITICAL AND GENERAL.

The Albany *Argus* says of General Sherman's latest letter on the subject of the Presidency, that it must be regarded as ending the controversy relating to his candidacy. He is evidently satisfied with his present high position as Commander of the American army. But the sentiments contained in his speech, continues the *Argus*, which he neither retracts nor modifies, show what the great soldier thinks of the clap-trap legislation of Congress.

A democratic exchange says the difference between Jeff Davis and General Grant is, that the former "accepts nothing," while the latter is not in the habit of doing anything of the kind.

New reading of an old truism (adapted for dog days)—Every day has its dogs, and every night a good many more of them.

Muscatine, Page, Keokuk, Montgomery and Butler counties, Iowa, have instructed their delegates to the Republican State Convention to vote for Henry O'Connor for Governor. Convention June 21.

The New Orleans *Picayune* states that "in the view of a veteran inspector of political carpentry, the Ohio platform of the democracy does not seem to have that perfect mechanical finish to be looked for in so important a piece of tongue and grooving." There has been a good deal of tongue wagging about it at any rate.

CITY POLITICS.

A district democratic organization was formed on Wednesday night in the Twentieth ward, entitled the Peter Sheridan Coterie. The meeting was very largely attended and the following officers appointed. Mr. Sheridan resides at 263 West Thirty-fifth street, and will, in all probability, be a candidate for office next fall:—John O'Rourke, President; Arthur Marlow and John Sheridan, Vice Presidents; John Harvey, Recording Secretary; Wm. Syring, Corresponding Secretary; Peter Sheridan, Treasurer; Hugh Leddy, Sergeant-at-Arms; James McGowan, James McKenna and Robert McRichie, Finance Committee.

FATAL RAILROAD ACCIDENT.

READING, Pa., June 10, 1871.

A passenger train on the Lebanon and Pine Grove Railroad ran over cows near Mifflin Station last evening and was wrecked. The conductor, Joseph Thomas, of Pine Grove, was killed, and a brakeman and several passengers injured.

THE TOWN OF HUNTINGTON SWINDLED.

In 1865 the trustees of the town of Huntington exchanged the town farm, consisting of twenty-five acres of very valuable land near the Sound, for what purported to be 127 acres of land located at Long Swamp, paying Mr. Elias Smith $800 in exchange. It now turns out, the farm being surveyed, that the 127-acre farm really contains only seventy acres and a trifle over.

EARTHQUAKE IN CANADA.—A shock of earthquake was felt between half past one and two o'clock yesterday morning in this city and throughout the neighboring country. It was felt much more severely in Stoneham and thereabouts, the farmers of that place having been considerably alarmed. In the city the vibration was slight, although the rumbling noise attracted the attention of many persons, though not so many as in previous instances. In the upper town the sound was supposed to proceed from heavy carriages running down the street. The course seemed from east to west.—*Quebec Mercury, June 7.*

INCREASE IN CANAL BUSINESS.—The following is a statement of the tolls received at the collector's office in Syracuse for the month of May this year, as compared with the same month of 1870:—

Total amount received this season.....$5,759
Amount received for May, 1871..... 4,635

The total number of clearances thus far during the season is 804. The canal opened earlier this year than last, but this was more than made up by the break at Oxbow.

VIEWS OF THE PAST.

JUNE 11.

1806—Napoleon announced his intention to observe a "watchful neutrality" in the German-Italian war.

1861—France declared her neutrality in the American civil war.

1870—The impeachment of Prince Louis Napoleon for aiding the Pope proposed in the National Assembly; great excitement caused in Paris.

WASHINGTON.

Prospect of Intervention in Cuban Affairs.

Sailing of Dr. Hall's Arctic Expedition.

Reduction of Officers in the Internal Revenue Bureau.

WASHINGTON, June 10, 1871.

The Cuban Question—Prospect of English and American Intervention.

Reliable information has been received here relative to the position the English and Spanish governments take as to the sale of Cuba to the Cubans. The Spanish government is entirely in favor of selling the island to the Cubans themselves, and the English government, though, of course, not wishing to take any especially prominent part in the settlement of the difficulties pending, is also anxious to end the existing strife in the same way. But the difficulty arises, whence is the money to come for the purchase? for Spanish greed has eaten up all the produce of the country. The question has been so far solved by the presumption that the United States shall become the guarantee to Spain for the payment of the money, and already a banking firm in Amsterdam has offered the needed loan, provided the United States shall become the security. Thus the settlement of the Cuban question hinges upon the point whether or not the Washington government shall become responsible for the bankrupt Cubans in their dilemma, and the friends of Cuba very anxiously await a reply. The government here are well aware by this time that only official courtesy prevents the English Cabinet from taking the initiative in this matter, as Lord Granville is entirely in accord with the views of the Spanish Ministry on the settlement of the Cuban question. It is understood that active preparations are on foot to lay before the President and his Cabinet the advantages that would ensue from the proposed purchase by the Cubans of their native island. At all events the cession of the island by Spain, under the circumstances, while it may be the result of an impoverished treasury at home, shows that the new government at Madrid is desirous to be rid of an elephant that has been the cause of endless trouble.

Sailing of the Polaris for New York.

The Polaris sailed this afternoon, with all her officers and crew on board, for New York. It was given out yesterday that she would leave to-day, and as a consequence there was a large number of visitors in the yard all the forenoon, and at times the vessel was so crowded that the officers and crew were somewhat incommoded. Among those who called were the officers of the yard and many acquaintances of the officers of the ship, to say goodby, but in no case would Captain Hall respond when the word was coupled with an expression implying a doubt as to the success of the expedition, and in this the officers and men were with him, each being sanguine of meeting their friends in Washington again. The whistle was blown as a signal for all not having business on board to leave, and after a few hurried parting words the lines were cast off and the vessel glided out on the river amid the waving of hats and handkerchiefs and the exchanging of goodbys. The rigging of the Tallapoosa, near the ship house, was manned by the crew, who gave the stanch little craft three hearty cheers as she passed, which were returned by her crew.

Reorganization of Military Divisions.

The announcement in these despatches that the military divisions of the country would be reorganized and transfers and interchange among the generals would take place has occasioned considerable excitement in military circles. A number of letters have already been received from various parts of the country at the War Department, asking for favors in the event of a reassignment of commanding generals. Notwithstanding the recent official contradiction, there are still grounds for maintaining that unless the intention of the administration be abandoned—and that is not probable—the end of the summer will bring radical changes in the military situation, reaching as far as a new arrangement of the entire country into three great divisions, one taking in the entire territory occupied in whole or in part by the Indians, and the others dividing between them the territory reaching to either ocean. General Sheridan, unless he should be kept in the West by anticipated Indian troubles, will, as already stated, assume the augmented command reaching from North to South along the Atlantic; General Schofield the interior division, and Generals Halleck or Meade, probably the former, will be invested with chief military command on the Pacific slope, the Indian localities alone excluded.

Tice Meters to be Discontinued.

The Commissioner of Internal Revenue has issued a circular relative to the Tice meters now in use in distilleries, which concludes as follows:—

"It having been ascertained by experience that these meters, as a class, do not fully answer the purpose for which they were intended, their use is hereby discontinued, and those attached to distilleries may be detached. The meters being the property of the distillers, they are at liberty to dispose of them as they may desire."

The Ku Klux Committee at Work.

The Ku Klux Investigating Committee to-day examined Judge A. J. Willard, of the Supreme Court of South Carolina, and D. W. Chamberlain, the Attorney General of the same State, together with Judge Luther R. Smith, of the Supreme Court of Alabama. Their testimony contained no points of unusual interest, being confined chiefly to the condition of affairs in their respective neighborhoods.

Large Number of Internal Revenue Officers Discharged.

The services of 316 assistant assessors of internal revenue were dispensed with since the 1st of January last, and a further reduction of 150 is estimated during the present month. At a low estimate the reduction already made will effect a saving of over $300,000 per annum.

The Defalcation in the Post Office Department.

The examination of the accounts of F. A. Macartney, late disbursing officer in the Post Office Department, is not yet complete, but the Postmaster General is satisfied that the deficiency is not more than $30,000, and that the assignments and the sureties will fully satisfy the government.

Special Agent of the Post Office Department.

L. M. Terrell, of Indiana, was to-day appointed special agent at large of the Post Office Department on mail depredations, and assigned to duty for the State of Texas.

Bids for Building Materials.

Secretary Fish and Supervising Architect Mullet, in the presence of witnesses, to-day opened bids for concrete rubble stone cement and sand for the new State Department building.

Weekly Finance Statement.

The receipts of fractional currency for the week ending to-day amount to $660,000. The shipments were:—Notes, $1,043,100; fractional currency, $574,065.

The Treasurer holds in trust as security for national bank circulation, $358,579,499, and for public deposits, $15,712,500. National bank circulation outstanding at this date, $317,071,973.

Internal revenue receipts to-day, $383,201; grand total for the fiscal year, $156,511,399.

Treasury Balances.

The balances in the Treasury Department to-day were:—Currency, $5,294,879; coin, $80,580,000; certificates, $32,555,000.

Annual Revision of American Tonnage Statistics.

The Register of the Treasury has issued a circular and blanks to cus oms officers throughout the country for a careful revision of the tonnage of this country. This revision is made annually, but the means adopted this year, it is believed, will secure a greater degree of accuracy than ever before, special efforts having been made to ascertain the facts in regard to the loss of vessels at sea, sales to foreigners and vessels abandoned as unfit for service. While our shipping engaged in foreign trade remains in the low condition in which it was reduced during the war, it is believed that the annual reports for June 30, 1871, will show a very fair degree of prosperity in the coastwise or home trade. The cause of all this is well known to everybody. In our foreign trade our ships enter into free competition with the ships of all the world, and the result is that British ships have superseded American ships, even in our own ports. In our coastwise or home trade foreign vessels, on the other hand, are not allowed to engage. American vessels, under this protective measure, have the enterprise all to themselves, and hence enjoy a more prosperous condition.

New Issue of Internal Revenue Stamps.

The Internal Revenue Bureau will change all the stamps on or about the 1st of August, substituting two kinds—one called the sensitive stamps, so that the use of acids to remove canceling marks will destroy them beyond reuse; the other to be printed in such colors as to prevent imitation by means of photography. Much time and attention have been bestowed upon this subject, and it is supposed the precautions against fraud in the reuse of stamps will save a large sum of money to the government.

MURDER AT MOODNA.

James Jones' Skull Cracked by His Son-in-Law.

On Thursday morning Mr. James Jones, a laborer, sixty-five years of age, was found dead in his bed at Moodna, near Cornwall, on the Hudson, and the remains considerably advanced in decomposition. An investigation was held by Coroner James Cushing on Monday. The examination developed the following facts:—

In March last Jones and his wife had a violent quarrel, in the midst of which Frank McGovern, a son-in-law, entered the room, and, after some words, he seized a piece of stove wood and dealt Jones a blow over the left eye, knocking him down, and, as was only developed, it seems, after his death,

FRACTURING THE SKULL.

A surgeon was sent for and dressed the wound, but detected nothing but the cut in the flesh, which he sewed up. From the time of the fracas until his death Jones seems to have become more and more enfeebled both in body and in mind. On Monday night last the son-in law who had struck him and several others visited the old man at the house, where he was living alone, and the party had

A GOOD TIME OFF A BOTTLE OF WHISKEY

that had been brought along. On Tuesday morning Mrs. Jones visited her husband, with whom she was not living, found him apparently in a drunken stupor and left him in that condition. From that time until Thursday he was lost sight of. On the morning of that day the body was discovered, dead and decomposing.

The remains were examined by Dr. Beatty, who, on the Coroner's inquest, testified that he found the lungs and stomach so decayed as to break down under the touch. Over the left eye he found a depression, and the probe went through to the bone. Sawing out a triangular piece reaching down a little into the nasal bones, he found evidence of a blow which had made a hole in the skull and fractured the bone about it. The fracture had partly healed, but the opening was still there. The nasal cavity back of the hole was full of pus, which oozed from the brain. Following this up, an abscess was found, doubtless proceeding from the injury to the brain caused by the blow which broke the skull. The doctor thought this sufficient to account for the death of Jones.

THE VERDICT OF THE JURY.

After a few minutes' deliberation the jury returned a verdict setting forth that James Jones came to his death from a wound inflicted by a piece of wood in the hand of Frank McGovern.

The present whereabouts of McGovern is unknown. His mother testified that he was at her house on Thursday morning, but that she did not know where he now is. It seems that he fled from the neighborhood on hearing of the death of his father-in-law, and may be now beyond reach. It is not thought, however, that the blow was inflicted with the design of murder.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	4 28	Moon rises..morn	1 17
Sun sets	7 31	High water....eve	3 34

OCEAN STEAMERS.

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

Steamer.	Sails	Destination.	Office.
City of Dublin	June 13	Liverpool	15 Broadway.
Lahn	June 14	Liverpool	29 Broadway.
Alexandria	June 14	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 29	Glasgow	7 Bowling Green
Pereire	July 1	Havre	58 Broadway.
Atlantic	July 1	Liverpool	19 Broadway.

PORT OF NEW YORK, JUNE 10, 1871.

CLEARED.

Steamship City of Washington (Br), Jones, Liverpool—John G Dale.
Steamship Samaria (Br), Billinge, Liverpool via Queenstown—C G Francklyn.
Steamship Europa (Br), Campbell, Glasgow—Henderson Bros.
Steamship Deutschland (NG), Neynaber, Bremen—Oelrichs & Co.
Steamship Tillie, Deering, Galveston via Key West—C H Mallory & Co.
Steamship Emily B Souder, Crowell, New Orleans—Frederic Baker.
Steamship Gulf Stream, McCreery, New Orleans—H B Cromwell.
Steamship Ashland, Moore, Fernandina—Jas Hand.
Steamship San Salvador, Nickerson, Savannah—W R Garrison.
Steamship Montgomery, Faircloth, Savannah—R Lowden.
Steamship Manhattan, Woodhull, Charleston—H R Morgan & Co.
Steamship Geo B Upton, Roberts, Norfolk, City Point and Richmond—Washington & Co.
Steamship Wyanoke, Bourne, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship John Gibson, Winters, Georgetown, DC, and Alexandria—Geo B Merrick.
Steamship Volunteer, Howe, Philadelphia—Lorillard Steamship Co.
Steamship Neptune, Baker, Boston—H F Dimock
Steamship Acushnet, Rector, New Bedford—Ferguson & Wood.
Ship Expounder, Crocker, Bristol, E—E E Morgan's Sons.
Ship Ocean Pearl (Br), England, Bristol, E—E E Morgan's Sons.
Ship Nuovo Rattler (Ital), La Commare, Bristol, E—A P Agresta.
Bark Lorens, Peterson, Cork or Falmouth—Carver & Baruas.
Bark Euclid (Br), Key, Queenstown—Peabody, Willis & Co.
Bark Anton (NG), Fricke, Bremen—Oelrichs & Co.
Bark Elgin (Br), Scoville, Stockholm—Boyd & Hincken.
Bark Florence Baker (Br), Churchill, Stettin—Boyd & Hincken.
Bark Eliza White, Mahoney, Seville—Miller & Houghton.
Bark Marie (Fr), Olivier, Point a-Pitre—H A Swan & Son.
Brig Annie Gardner, Gardner, Demarara—Miller & Houghton.
Brig Water Lily, Means, St Kitts—Brett, Son & Co.
Brig Alex Nichols, Peterson, Ponce, PR—Thompson & Hunter.
Brig Naiad (Br), Eve, Cienfuegos—Tucker & Lighthourne.
Brig Harry, Brown, Brunswick, Ga—Simpson, Clapp & Co.
Brig Tangier, Carlisle, Bangor—H W Loud & Co.
Schr Charles C Dame, Belvidge, St Marc (Hayti)—B J Wenberg.
Schr Syril, Fleming, St Johns, PR—J W Elwell & Co.
Schr Idella Small, Robbins, Deer Isle—B J Wenberg.
Schr Promenader, Leckhart, Windsor, NS—Crandall, Bertaux & Co.
Schr Jas Ratchford (Br), George, Windsor, NS—Crandall, Bertaux & Co.
Schr Bucco (Br), Chalmers, St John, NB—P I Nevius & Son.
Schr Ocean Bells (Br), Branscombe, St John, NB—P I Nevius & Son.
Schr Luola Murchison, Jones, Wilmington, NC—E S Powell.
Schr Maxon Rogers, Jackson, Baltimore—Wm Chalmers.
Schr Sophia Wilson, Wails, Philadelphia—Simpson, Clapp & Co.
Schr Jason, Willey, Machlasport—Simpson, Clapp & Co.
Schr S C Noyes, Bradley, Newburyport—B J Wenberg.
Schr Fred Smith, Smith, Newburyport—H W Loud & Co.
Schr Sarah B Bulkley, Bulkley, Providence—H W Jackson & Co.
Schr Splendid, Phinney, Providence—Ferguson & Wood.
Schr Benson English, Kelley, Wickford, RI—Ferguson & Wood.
Steamer J W Garrett, McGlaughlin, Baltimore.
Steamer Mars, Grumley, Philadelphia.
Steamer Ann Eliza, Richards, Philadelphia.
Steamer Monitor, Jones, Philadelphia.
Steamer Mayflower, Fults, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship City of Antwerp (Br), Eynon, Liverpool May 30, and Queenstown 31st, with mdse and passengers, to John G Dale.
Steamship Crescent City, Norton, New Orleans June 2, with mdse and passengers, to Frederic Baker.
Ship Artisan, of Boston, Smith, Rotterdam April 27, with mdse and two passengers, to Slater & Livermore. Had variable weather; was 14 days W of the Banks.
Bark Oger Borgmeister von Winter (NG), Schmidt, Shields, 57 days, with coal to master. Had very much foggy weather. Was thirty days west of the Banks.
Bark Freiheit (Nor), Vogt, Cardiff 59 days, with railroad iron to order—vessel to Wendt, Tetens & Bockmann. Had fine weather the entire passage; was 19 days west of the Ocean.
Bark Helene (Nor), Pedersen, Cardiff 46 days, with railroad iron to order—vessel to Funch, Edye & Co. May 17, lat 42 40, lon 44 40, spoke bark Zema, of Harwich, steering ESE. Had W winds to the Banks; was 25 days from thence, with moderate W winds.
Bark Grace E Cann (of Yarmouth, NS), Cann, Ardrossan Feb 22, via Fayal May 3, with pig iron and pipes, to Boyd & Hincken. Had heavy weather to Fayal; thence moderate weather.
Bark Gefion (Nor), Lenerson, Cardiff 49 days, with railroad iron to order—vessel to Funch, Edye & Co. May 20, lat 46 20, lon 41 40, passed 3 small icebergs. Had heavy northerly winds, with heavy sea and fine weather; was 15 days west of the Banks.
Bark Handibal (of Boston), Goodspeed, Hamburg 55 days, with mdse, to master. June 1, lat 41 27, lon 59 25, spoke sailboat City of Ragusa, hence for Liverpool, 9 days out.
Bark A de Neuter (Belg), Wennecher, Palermo March 28, with fruit, to Slocovich & Co. Had continuous westerly gales.
Bark Abraham Lincoln (Ital), Bonfanti, Messina 63 days, with fruit, to James Robinson & Co. Passed Gibraltar April 29; had light winds.
Bark Teazer (Br), Delfose, Port Morant, Ja, 13 days, with logwood, &c, to Solomon De Cordeva & Co. From May 30 to June 2, between lat 24 10, lon 82 50, and lat 26, lon 79 40, experienced a series of strong westerly gales, accompanied by torrents of rain; sustained no damage; was 2 days north of Hatteras.
Brig W W Lord, of Picton, NS, Babbitt, Sydney, CB, 19 days, with coal, to C B Swain. Had strong W winds during the first part, and light SW winds and fog in the latter part of the passage.
Schr C S Bushnell (tern), Mayo, Middlesboro, 31 days, with railroad iron, to order—vessel to Bentley, Miller & Thomas.
Schr Robert Mehan (of Harwich), ——, Nassau, 7 days, with fruit to Jas Douglas.
Schr John Randolph (of New Bedford), Boggs, St George's, Bermuda, 9 days, with old iron, to T C Merrill.
Schr C C Pettengill, McKinney, Harbor Island 7 days, with fruit to Jas Eneas; vessel to B J Wenberg.
Schr Dandy (of Nassau), Bullard, Eleuthera, 8 days, with fruit to Jos Eneas.
Schr Bob, of Nassau, Albury, Eleuthera, 8 days, with fruit to Jos Eneas. No date, lat 34, lon 74 50, spoke bark Clifton, from Rio Janeiro for Baltimore.
Schr Ben, Davis, Wilmington, NC, 7 days, with naval stores to B H Howell.
Schr Moses G Leonard, Lyman, Virginia.
Schr Elias Moore, Ingraham, Georgetown for Hudson.
Schr E C Macomber, Higgins, Baltimore.
Schr Margaret Slater, Blizard, Wilmington, Del.
Schr Edward Wooten, Young, Philadelphia for Warren.
Schr J P Clayton, Lee, Egg Harbor.
Schr Eliza Godfrey, Schoonmaker, Great Egg Harbor.

Passed Through Hell Gate.

BOUND FOUTH.

Brig Wilmington, Bartell, Sydney, CB, for New York, with plaster to D R De Wolf & Co.
Brig Nineveh, Crosby, Portland for New York, with lumber to Bell Bros.
Schr A M C Smith, Harris, Georges Banks for New York, with fish to Rogers & Co.
Schr Eastern Bell, Parker, Frankfort for New York, with stone to Babcock & Brainard.
Schr Delphin, Ross, Machias for New York, with lumber to Simpson & Clapp.
Scar J F Carver, Ellis, Calais for New York, with lumber to J Boynton's Son & Co.
Schr Reading Railroad No 47, Robinson, Norwalk for Philadelphia.
Schr Col Eddy, Day, Portland for New York, with lumber to master.
Schr Mount Hope, Allen, Rockland for New York, with lime to Pressey & Co.
Schr Osseo, Gorham, St John, NB, for New York, with lumber to Jed Frye & Co.
Schr Millie Franks, Edwards, Millstone Point for New York.
Schr Maria A Pratt, Pratt, Portland for New York.
Schr Peacedale, Baker, Narragansett Bay for New York.
Schr Fountain, Bennett, Fall River for Poughkeepsie.
Scar Richard Hill, Smith, Newport for Philadelphia.
Schr H S Billings, Billings, Providence for New York.
Schr Salmon Washburn, Beck, Taunton for New York.
Schr Ida, Herrick, Taunton for New York.
Schr Mira A Pratt, Pratt, Portland for New York.
Schr R Hawley, Tennett, Providence for New York.
Schr Emerald, De Castro, New Haven for New York.
Schr Connecticut, Ripley, Stonington for New York.
Schr Josephine, Bass, Branford for New York.
Schr Belle, Simpson, Fort Jefferson for Hoboken.
Schr Helen Mar, Ward, Providence for Rondout.
Schr J Anderson, Doyle, New Haven for New York.
Schr Expedite, Rackett, Norwich for Rondout.
Schr I N Seymour, North, Brookhaven for New York.
Schr Fair Wind, Ramsey, Fairhaven for New York.
Schr Nev. Chase, Fall River for New York.
Schr Isabella Jewett, Gupill, Provincetown for New York.
Schr Hattie A Butler, Strickland, Portland for Baltimore.
Schr Undine, Emmett, Portland for New York.
Schr Asher S Parker, Carpenter, Glen Cove for New York.
Steamer United States, Davis, Fall River for New York.
Steamer Electra, Mott, Providence for New York, with mdse and passengers, to Isaac Odell.

BOUND EAST.

Steamship Neptune, Baker, New York for Boston.
Steamship Acushnet, Rector, New York for New Bedford.
Bark Lorenzo, Brown, New York for Sydney, CB.
Brig A Rowell, Arthur, Port Johnson for Portland.
Brig Pierre Nolasque, Adams, New York for Sydney, CB.
Brig Orinoco, Knowlton, New York for Sydney, CB.
Brig Abby Thaxter, Palmer, Rondout for Gardiner.
Brig J Morton, Smith, New York for Windsor.
Schr Edith May, New York for Branford.
Schr John Lozier, New York for Taunton.
Schr Orion, Smith, Newburg for Providence.
Schr Fleetwing (yacht), Osgood, New York for New London.
Schr Wm Gray, Allen, New York for New London.
Schr Wm Dunnan, Smart, Elizabethport for Salem.
Schr Wm P Hinds, Lowell, New York for Boston.
Schr Nellie C King, Rogers, Rondout for Newburyport.
Schr New Zealand, Hook, New York for Gloucester.
Schr S P Godwin, Waterbury, New York for Stamford.
Schr Bay State, Carberry, New York for Boston.
Schr Fashion, Young, Rondout for Providence.
Schr G W Cummings, Post, Rondout for Salem.
Schr Knight, Elsey, Hoboken for Boston.
Schr Minerva, Brightman, Hoboken for Providence.
Schr Golden Rule, Weston, Albany for Salem.
Schr Cornelia, Ferris, Hoboken for Warren.
Schr P Ricker, Ricker, New York for New Haven.
Schr Saco, Knox, Hoboken for Newport.
Schr Lewis Jane, Sufren, Hoboken for Hartford.
Schr Texas, Campbell, Rondout for Providence.
Schr Mail, Mead, New York for Greenwich.
Schr Sallie Burton, Palmer, Albany for Stamford.
Schr Edwin S, Tyler, Elizabethport for Providence.
Schr Silas Brainard, Hawkins, Hoboken for Pawtucket.
Schr Fanny Elder, Smith, Hoboken for Boston.
Schr Reliance, Jameson, Hoboken for Providence.
Schr Henry R McFee, Wilson, Elizabethport for Norwich.
Schr David Pearsall, Sackett, New York for Greenwich.
Schr S C Noyes, Bagley, New York for Newburyport.
Schr Julia A Tate, Tate, New York for Bridgeport.
Schr Eliza, Hall, Hoboken for New Haven.
Schr Kate Scranton, Palmer, New York for Bridgeport.
Schr Lamartine, Gurney, New York for Wareham.
Schr G B Gains, Knox, Albany for Bridgeport.
Schr Roanoke, Cooke, Rondout for Taunton.
Schr Cabinet, Lynch, Elizabethport for Providence.
Schr Sallie Burton, Palmer, Albany for Stamford.
Schr Gen Grant, Frame, Hoboken for Wareham.
Schr Mary Mershon, Brightman, Rondout for Providence.

SAILED.

Steamships City of Washington, for Liverpool; Samaria, do; Algeria, do; Virginia, do; Deutschland, Bremen; Europa, Glasgow; Tillie, Key West and Galveston; Emily B Souder, New Orleans; Gulf Stream, do; San Salvador, Savannah; Montgomery, do; Manhattan, Charleston; Wyanoke, Richmond, &c; George B Upton, do; John Gibson, Georgetown, DC.

Also sailed, ship Gentoo, for Macoa.

Anchored in Quarantine, bound out, barks Turist (Nor) Prudentia (Nor); brig Achates.

Wind at sunset S, fresh.

Shipping Notes.

Captain Goodspeed, of the bark Hannibal, which arrived yesterday from Hamburg, makes the following report:—"On the morning of the 1st of June, about 7 o'clock, lat 41 27 N, lon 59 25 W, I was startled by the cry of the man at the wheel, 'Boat on the weather bow!' As soon as possible I obtained my glasses and scrutinized the miniature craft. At the distance I could make nothing out of her character except that it was a small boat with colors flying, and, as I thought at the time it was a boat of some ill-fated ship where the crew had taken refuge, I immediately hove my vessel to and set the ensign, when the gallant little vessel bore down upon us with her burgee at the main and the English ensign at the peak. Coming within hailing distance, to my interrogatories Capt Primrose said his vessel was the City of Ragusa, and that he was nine days from New York, bound for Liverpool, and wished to be reported. I asked him his motive in crossing the Atlantic in so small a craft, and his reply was that she had crossed the year before, and he was trying if he could accomplish it again. I offered him assistance—water, provisions, rigging or anything that he was in need of—for which he thanked me kindly, but was not in need of anything, and was well provided. He gave me a New York paper of May 13, and, as we dipped our ensigns and wished them a safe and pleasant passage, we each bore away on our respective courses."

Marine Disasters.

BARK SABRA MOSES (Br), Kilbarn, at Providence, from Ardrossan, reports May 3, midnight, in lat 47 19 N, lon 30 W, John Bradley, of Carlingford, Ireland, aged 19 years, while furling the maintopsail, fell from the yard and was lost; strong gales, with heavy sea running at the time.

BRIG ADRIA, from New York for Sweden, which put into St Thomas in distress, had lost head of foremast, and was leaking badly; had shipped a heavy sea which stove in cabin doors.

SCHR ALFALFA (of Gloucester), bound on a fishing voyage to the Grand Banks, got ashore at Cow Bay, CB, and has been condemned and sold, a despatch received on Monday stated that the vessel had been got off with but little damage. The Alfalfa was owned by Mr Charles Parkhurst, and was valued, with outfits, at $3000, and insured in the Gloucester Fire Insurance Office for $2300. Mr Jonah O Friend, Jr, agent of the company, has gone on to look after their interests.

SCHR R BAKER, Jr, of Dennis, recently sunk on Succonesett Shoal, had on board 200 bbls of mackerel.

SAD LOSS OF LIFE—A letter from St Johns, NF, states that information has just been received there of the total loss of a small coasting schooner, with 40 souls on board. She left St John for Old Pelican, in Trinity Bay, and 40 men of the crews of the Nimrod and Hector took passage on her. The poor fellows were inhabitants of Old Pelican, and were returning to their homes with the proceeds of their successful voyages. They were nearly all married men with families. The unfortunate vessel has not since been heard from, and on May 23 a part of her cargo was picked up at sea. It is supposed that she struck on a low iceberg during the darkness and went down immediately.

NAGASAKI, April 5—The Yangtsze (American steamer), from Shanghae for Yokohama via this port, left here March 26, but subsequently struck on a reef of rocks near Ikinma, about 20 miles to the NW. She was got off and steered for this place, but had to be run ashore on the 21st at Oho-saki Point, and has since become a total wreck; part of cargo saved; wreck and rest of cargo sold by auction for 1700 Mexican dollars.

LIVERPOOL, May 29—A Christiana paper of April 26 reports the following goods washed ashore on the Norwegian coast at Drontheim, and saved:—469 casks of parafin, 1 case zinc, 1 barrel tar, 28 pieces mahogany balks, one of which is marked "A.B. 66;" one of the casks was marked "Philadelphia," and another "Relston and Waring S Pittsburg R.W. St. Works Illuminating Oil," but the marks on the remainder were not legible. Thirteen fir planks also came ashore. On a board washed ashore was written "Liberal, Peterhead."

Miscellaneous.

Capt Eaton, of schr North Pacific, and Capt Northup, of schr M R Carlisle, now at Providence, report that during a thick fog beginning of the 7th inst the fog whistle at Beaver Tail was not blown from 9 till past 11 o'clock. The North Pacific kept a large fog horn continually blowing, but got no sound from Beaver Tail until he was almost on the rocks. A single minute longer and nothing could have prevented her from destruction.

Notice to Mariners.

Capt Andrews, of schr Post Boy, reports nearly all the buoys between Augusta and Gardiner out of their correct position.

Whaleman.

Arrived at New Bedford 8th, ship Janus, Nye (late Smith, who returned home), Arctic Ocean, Hopolulu Dec 16, Honolulu Jan 11, with 66 bbls sp (taken on the passage, and 360 do wh oil. Sent home 686 bbls sp and 2070 do wh oil. Has on freight 890 bbls wh oil from ship Mary.

Cleared at New Bedford 8th, bark Gen Scott, Taber, Pacific Ocean.

Sailed from Port Stanley, Falkland Islands, March 12, bark Java, Manter, of NB, for Tristan Ground and St Helena, with 31 bbls sp and 120 do wh—had cruised the whole season on the Patagonia Ground, where she saw but 5 whales, and took 3 of them.

Bark President, Almy, of NB, was at St Helena April 26, having taken 225 bbls sp and 325 do wh oil last cruise.

Bark A R Tucker, Ricketson, of NB, was at Bermuda June 1, with 45 bbls sp oil.

Spoken.

Ship Robin, 26 days from New York for California, April 17, lat 0 42 N, lon 30 W.

Ship Laurens, Janvrin, from Savannah for Hamburg, May 29, no lat, &c (by a ship which was in lat 41 00, lon 39, on May 19).

Ship Victoria (Br), Henderson, from Pensacola for Havre, May 22, lat 47 18, lon 19 35.

Bark St Joseph (Br), Edwards, from Liverpool for Philadelphia, June 8, lat 41 06, lon 54.

Brig Silver Cloud (Br), Challis, from Boston for Cape Town, CGH, May 4, lat 22 45 N, lon 34 42 W.

Schr Wilmine, Scott, from Liverpool for Philadelphia, May 16, lat 41 55, lon 41 40.

The Samuel D Carlton, 147 days from Cardiff for Manila, March 3, lat 5 40 N, lon 137 10 E (the bark Samuel D Carlton has been reported as having sailed from Manila Feb 12 and passed Anjier March 2 for New York).