DR. HOUARD'S CASE.

THE AMERICAN IN SPANISH CHAINS.

The State Department Correspondence—History of the Aged Prisoner—Born and Graduated in Philadelphia—His Trial—The Medicine Chest Evidence—Mrs. Dutton's Statements.

WASHINGTON, April 1, 1872.

The President to-day sent a brief message to the House of Representatives in reply to a resolution of that body calling for information in relation to Dr. Houard, recently condemned by a Spanish court martial in Cuba and sentenced to eight years' hard labor in a chain gang and the confiscation of all his property.

The Secretary of State shows in his communication accompanying the documents that

THE NAME IS HOUARD, AND NOT HOWARD,

as appears in the resolution of the House. The diplomatic correspondence commenced as far back as December, 1871, in relation to the arrest of Dr. Houard, and embraces various letters from the Secretary of State to our Consul at Havana, together with letters from citizens of Philadelphia in behalf of Dr. Houard. One from Mrs. Emelie Dutton, of Philadelphia, strongly appeals to the President for his interposition. The President, although the fact does not appear in the documents,

STRONGLY ENDORSED HER APPEAL.

Minister Roberts, replying to Secretary Fish, under date of February 14, 1872, says from the reports of the Captain General it appears that Dr. Houard has no right to claim American citizenship, since, in addition to the fact that his father renounced his character as a foreigner by accepting the office of Police Commissioner, any foreigner residing in a Spanish colony must, in order to be considered as such, in accordance with the law of 1870, have his name enrolled in the list of foreigners. Not having complied with this requirement he is not, therefore, an American citizen.

Among the more important papers in the correspondence are the following:—

Secretary Fish addressed Mr. Adee, Charge d'Affaires at Madrid, on the 9th of March, 1872, in these words:—

HOUARD'S HISTORY.

SIR—John Emile Houard is a citizen of the United States by birth. He was born in Philadelphia on September 5, 1815. A copy of his baptismal certificate accompanies this instruction. His father was also a citizen of the United States by naturalization, completed in 1803. About 1822 or 1823 John Emile Houard accompanied his father to Cuba, where the latter established a residence in that island, which he maintained until his death in 1836. John Emile Houard returned to Philadelphia at some time prior to 1836. When he attained his majority as was

GRADUATED AT THE JEFFERSON MEDICAL INSTITUTE

there in the year 1843. He subsequently repaired to the island of Cuba, where he received a permission from the authorities to practice his profession in that island, under date of 28th of August, 1844. In this permission he is described as a native of Philadelphia.

It does not appear that Dr. Houard ever renounced his nationality of birth or that he ever accepted Spanish nationality.

Incurring the suspicion of the authorities in the island (chiefly, as is believed, by reason of the complicity of some of his relations in the rebellion) John Emile Houard was arrested at Cienfuegos December 30, 1870. At some time during the latter part of the year 1871 he was

TRIED BY A COURT MARTIAL,

found guilty, and sentenced to eight years' imprisonment and confiscation of all his property. It is understood that he is to be sent to Spain.

Mr. Torbert, Consul General at Havana, was instructed to request a copy of the charges against Dr. Houard, and of the record of the proceedings of the court martial before which his case was heard. To this request the Captain General replied that the Consul General had no right to ask for information in regard to the case, but it should come to him from the Spanish Minister, and that neither the Captain General nor the Consul General had a right to correspond directly.

On the 8th of January last I addressed the Spanish Minister in this city on the subject, requesting a copy of the charges and the evidence in support of them.

THE REQUEST HAS NOT BEEN COMPLIED WITH;

but the Spanish Minister in his answer controverts, but without refuting, the fact of Dr. Houard's American citizenship.

Manuel Cayote, said to have been the principal witness against Dr. Houard before the court martial, has made a statement to the effect that his testimony before the court was false, being given under duress and fear of his own safety. A copy of this statement of Cayote is herein enclosed.

The action of the Spanish authorities in the island of Cuba in trying Dr. Houard by a court martial, and their refusal to furnish a record of the proceedings of the court and of the testimony adduced against him, appear to be a clear infraction of the provisions of

THE SEVENTH ARTICLE OF THE TREATY OF 1795

between the United States and Spain, an infraction of the treaty against which this government is called to interpose the most serious remonstrance.

You are accordingly instructed to bring this case to the attention of the Spanish government. You will point out the fact that Dr. Houard is a native citizen of the United States. You will remonstrate against the proceedings of the Spanish authorities in Cuba in his case, as a violation of the provisions of the treaty already cited, and you will ask his immediate release.

Your obedient servant, HAMILTON FISH.

The following letter was written by Mr. Fish to Mr. Colfax:—

DEPARTMENT OF STATE, WASHINGTON, March 19, 1872.

SIR—I have the honor to acknowledge the receipt of the paper referred to by you, under date of the 16th instant, in the Department, and to thank you for promptly putting me in possession of the information which it contains. There is a mass of papers on file in this Department relating to the case of Dr. John Emile Houard, all of which I expect have been most carefully examined, and have been made the subject of

ANXIOUS CONSIDERATION BY THE PRESIDENT,

and his advisers. Should you desire to see these papers I should be happy to submit them to your examination. The facts in the case may be briefly stated as follows: There is no doubt that John Emile Houard (not Howard) was born in the United States. His father, Louis Houard, was a French subject by birth and a citizen of the United States by naturalization. John Emile Houard went to Cuba at a very early age, in company with his father, who became a resident of that island. The young Houard was sent to Philadelphia to be educated, but returned to Cuba, and he has actually

RESIDED IN CUBA THE GREATER PART OF HIS LIFE

practising his profession as a physician and surgeon. He or his father enjoyed what were supposed to be certain privileges, to which was attached the right to become Spanish subjects, but Dr. Houard declares that he never formally accepted such nationality and never renounced his nationality as a citizen of the United States. Two married sisters of Dr. Houard, with their families, have always been residents of Cuba, and three of his nephews were officers of the patriot or insurrectionary army.

It can scarcely be denied that these circumstances in some degree justify the Spanish authorities in regarding Dr. Houard as subject to their jurisdiction, since, on the other hand, nothing whatever is brought forward on behalf of his relatives to illustrate or prove his assertion at any time of American citizenship. For instance, it does not appear that he interested himself as did so many citizens at home and abroad on behalf of the Union cause during our own war; that he offered his services as surgeon in our volunteer army; that he subscribed to any of the sanitary or other charities, or that he paid any fine income tax or other tax to the United States, or ever did any particular thing tending to show the Spanish authorities that he did not consider himself a Spanish subject, or to show this government that he did regard himself a citizen of the United States.

THE RECENT MISFORTUNE OCCURRED.

But these considerations, of course, are not conclusive; but the real question is whether Dr. Houard has actually given just cause of offence to the Spanish authorities, and here, unfortunately, the evidence is conflicting, or, to speak more exactly, this department has not been supplied with any conclusive evidence to be urged on his behalf. The unfortunate circumstance that a

MEDICAL CHEST FORMERLY BELONGING TO HIM

and marked, it is believed, with his name, was found in a camp captured from the insurgents, is mentioned in the paper submitted by you. From other evidence it appears that this case had in the end became but one of another medicine chest, also marked with his name, and admitted to have once belonged to him, was found in another captured camp of the insurgents. You will readily admit that had a similar circumstance occurred during our own war it would not have been regarded as disposed of by a simple declaration that the medicine chest had been parted with previous to the outbreak of hostilities.

The strong point which prevents the intervention of this government in behalf of Dr. Houard from becoming efficacious for his release is the fact that he has been

REGULARLY TRIED AND FOUND GUILTY

by a duly constituted tribunal in the island of Cuba. If it were in the power of Dr. Houard or his friends to put this department in possession of facts that would impugn the integrity of the proceedings of that tribunal, or deny its competency to act in the premises, such facts would be urged to the best advantage; but none such are offered, with the exception of the ex-parte declaration of a single, untrustworthy witness, who now declares that he gave testimony against Dr. Houard,

WHICH WAS FALSE.

I need not remind you that the government of the United States acknowledges the principle of expatriation, and that a formal act or declaration is not essential to effect a renunciation of the nationality of birth. If Dr. Houard had desired to renounce his nationality of birth it was not necessary for him to do more than he had actually done in quitting the United States, establishing himself permanently in Cuba and making that island his residence, without any declared or fixed intention to return to the United States, and without discharging during his long residence any duty of a citizen of the United States, and appearing ostensibly as a Spanish subject. If there be circumstances to contradict this

APPARENT THROWING OFF OF AMERICAN CITIZENSHIP

they have not been fully presented.

The remark that other governments are more solicious than that of the United States to protect their citizens abroad is not supported by any facts relating to the present troubles in Cuba, and might be disproved by abundance of evidence to be found in the published archives and correspondence, and in the debates of public assemblies of different nations. The United States government is

GENERALLY MENTIONED AS THE MOST EXACTING

in this respect of any in the world, and nothing whatever has been done by the present administration to change its character in this regard. No other Power has been more successful than ourselves in dealing with the authorities of the island of Cuba. It is, however, a very common thing for people of any nationality, in moments of disappointment and excitement, to imagine that if their nationality were different their cases would receive more careful attention. You may be sure, Mr. Vice President, that the painful case of Dr. Houard and all similar cases will continue to receive the most careful consideration by this government, and should it be in the power of any of your correspondents to furnish information that will strengthen the hands of the government in the premises such information will be most gratefully received.

I have the honor to be, very respectfully, your obedient servant, HAMILTON FISH.

Hon. SCHUYLER COLFAX, Vice President of the United States.

The correspondence shows that the Hon. Leonard Myers, William D. Kelley and Colonel John W. Forney, together with other citizens of Philadelphia, interested themselves in behalf of Dr. Houard. Secretary Fish, January 4, informed Mrs. Dutton that the case of her brother should receive early consideration, and that it was desirable that the State Department be furnished at an early day with the proper evidence of Dr. Houard's citizenship. Mrs. Dutton, on the 8th of that month, sent to Mr. Fish such evidence as she had, including a document showing that Dr. Houard's father was

NATURALIZED IN PHILADELPHIA IN 1803,

and that her brother was born in that city. The papers submitted to Congress contain a letter from Dr. Houard, dated from prison, addressed to Mr. Morris, United States Consular Agent at Cienfuegos, in which he states that he proved by two witnesses that the medicine box with his name on it found in the insurgent's camp was sold to Felix Boargon in 1864 or 1865; denied the charges brought against him before the court martial and declared himself to Mr. Morris a citizen of the United States. He was recorded as such in the consular records of the United States as early as the beginning of the year 1869.

Mr. Fish has instructed Mr. Adee to make use of these papers in his business with the Spanish government in

THE DEMAND FOR DR. HOUARD'S RELEASE.

Mrs. Dutton characterizes the charges of the Spanish officials as fabrications and sophistries, and denies that her father ever renounced his American nationality, or that he ever held the office of a commissioner or any other office under the Spanish government in Cuba. Mrs. Dutton to-day telegraphed to the Hon. Samuel Randall that she noticed by the papers that the Secretary of State would communicate to the House papers relative to the case of her brother, Dr. Houard, and adds:—

Heretofore the State Department has given me several reasons furnished by the Spanish why my brother should not be protected by his government, all of which have been proved to be founded on false statements; but that he had sworn allegiance to Spain has not been before now stated. It is not denied that my brother is a native of the city of Philadelphia and an American citizen, and I submit that he is entitled to protection as such until it is found that he has forfeited his right and that the statements of Spanish officials, incited by

HATRED AND HOPE OF CONFISCATION,

should not be accepted as proof; but that they be considered as nothing until my brother or his friends have an opportunity to deny and disprove them. As our government seems to accept every statement of the Spanish officials as true, even when made to supply the place of those previously proved to be false, we are preparing a statement of facts and proofs to send you.

The documents were referred to the Committee on Foreign Affairs.

THE FRENCH ARMS FOLLY.

Squires, Remington, Dyer and Treadwell in a Private Room—Ignorance of What Was Said There—A Man Willing to Pay a $25,000 Bonus.

WASHINGTON, April 1, 1872.

The Senate Arms Committee met this morning at eleven o'clock.

MR. EMORY EDWARDS,

having been sworn, stated that he was connected with the firm of Schuyler, Hartley & Graham, and put in a bid for a portion of the arms advertised to be sold the 29th of October, 1870; he knew that Remington was purchasing breech-loading arms for the French government; about the middle of December, 1870, the witness was at Frankford, Pa., where the arsenal for manufacturing cartridges and other ammunition for the United States is located; Remington, Squire, General Dyer and Colonel Treadwell, the last named, the commandant of the arsenal, were there at the time; he saw them

TOGETHER IN A PRIVATE ROOM,

but did not hear any of their conversation; Mr. Gill, the foreman of the arsenal, informed him that Remington was there for the purpose of purchasing ammunition; the witness said he never had a conversation with the Marquis de Chambrun.

MORTIMER L. M'KENZIE

was sworn. He said he never had seen the Marquis de Chambrun to know him; he was in the shipping business, and was cashier of the French transatlantic line of steamers; he had no correspondence directly or indirectly with any person in the War Department; he supposed that such correspondence had taken place, as there were different brokers offering to buy and sell arms; two men, residents of New York, named Martin and Schenck, came to witness and claimed that they had influence with the department; in both cases he

OFFERED TO PAY $25,000

if they would secure him 100,000 Springfields, in addition to the price of the arms, but they failed him.

In response to a question by Mr. Schurz, whether any one had asked him to correspond with any person, the witness replied Schenck asked him to write a note to Mrs. Davis, saying she could get the witness the refusal of the arms; he wrote to Mrs. Davis, but received no response; he never saw her; he thought he gave to Schenck the note for Mrs. Davis. Was he had an impression, lived in Washington; and in further response to questions the witness said he had been once visited by a general of the army from Washington with reference to the purchase of arms, nor had he been invited by any general not connected with the army; his brother lived in France, and Schuyler, Hartley & Graham, and Remington and others put arms in their hands for sale in France; he received a despatch from his brother saying that

ALMOST ANYTHING IN THE SHAPE OF ARMS

could be sold; he repeated he did not write a letter to the War Department, nor any one for him, directly or indirectly; he never told any one he had had communication with the War Department in reference to the sale of arms, nor did he know of any understanding between Squire, Remington's agent, and Colonel Crispin, of the New York Ordnance Office, in relation to the shipment of arms; there were a variety of packages shipped,

SOME BEARING MARKS

"P. M.," the initials of witness' father, who is agent for the French Transatlantic steamers; others bearing the initials "R. F.," meaning "Remington File" or Remington Sons; some other packages were marked "A. B. & Co.," in fact there were a variety of marks or initials.

The Committee adjourned until to-morrow morning, when it is thought Secretary Robeson and Commodore Casey, Chief of the Ordnance Bureau of the Navy Department, will be examined.

THE METAIRIE RACES.

The Contests To-day and the Starters—Pool Selling in New Orleans and in This City.

NEW ORLEANS, April 1, 1872.

The second day of the Metairie races presents a programme of an unusually attractive nature. The first contest, the hurdle race, for the club purse of $700, is the cause of much speculation, there being four starters, and those of repute. They are the bay filly Oleander, bay horse Blind Tom, gray gelding Tom Corbett and the chestnut gelding Temple. In the pools to-night Blind Tom was the favorite over the field.

The second race, two mile heats, for the club purse of $1,200, owing to the lameness of Foster and Nellie Gray, will have but two starters—Mr. Sanford's Salina and Messrs. Bacon & Holland's Nannie Douglass. Salina, who won the Benjamin Stake so handily on Saturday, is the favorite, 4 to 1.

In the last race of the day, the mile and a quarter dash, club purse of $600, there are eleven entries—Madame Dudley, Glenrose, Frank Ross, Morlacchi, Bob Shelton, Annie B., Style, Lord Byron, Regulator, Rightway and Donovan. Madame Dudley sells for as much as all the others combined.

POOL SELLING IN THIS CITY.

Last evening a large number of the sporting fraternity of this city, prevented from attending the Metairie races by previous engagements, met in the pool rooms of Major Johnson, Twenty-eighth street and Broadway, to speculate on the above contests. They seemed afraid to venture on the hurdles, but on the two-mile heat race a number of pools were sold, averaging, Salina $40 to $14 for Nannie Douglass. In the last race the figures were, Madame Dudley, $40; Bob Shelton, $10; Frank Ross, $10, and the field $10.

To-night Major Johnson will sell on to-morrow's races, the Minor Stake, for three-year-olds, one mile; the mile heats, and the Metairie Cup, two miles and a quarter, the last having nine nominations, including Monarchist, Nellie Ransom, Conductor, Stockwood, Wanderer, Preakness, Hollywood, Barney Williams and Nellie Grey.

THE LIE DIRECT TO ADMIRAL SAISSET.

What an Ex-Functionary of the Paris Commune, Now in New York, Has to Say in Reply to Saisset's Evidence.

TO THE EDITOR OF THE HERALD:—

The French papers have published the evidence given by Admiral Saisset before the Committee of Investigation of the National Assembly on the causes which led to the events of the 18th of March, 1871. This evidence is worthy of those who, weeping and capitulating before the Prussians, only regained their strength and boasted military genius to bombard Paris and massacre without mercy her valiant defenders.

But, not content with their carnival of blood, these generals of the ante-chamber insult and calumniate such brave men as Dombrowski, such patriots as Assi, because they know that, the one being dead and the other transported, neither of them can reply and contradict. This noble Admiral goes even so far as to declare that one Lebreton, a pretended "Intendant General of the Commune," was threatened with death by Assi if he did not deliver to him (Assi) a sum of 300,000 francs. Here, too, the heroic accomplice of General Trochu has lied, for never has any person of the name of Lebreton been Intendant of the Commune, simply because at the period he dates this fable there existed no such man yet as the Intendant General of the Commune. It was only on March 26 that I was charged with the reorganization of that part of the administration, nearly all the services of which—even those of the military hospitals and ambulances, which contained no less than 20,000 wounded of the first siege—had been abandoned by order of the Versailles government. I hope, sir, that here, on this free soil, you will permit me to bring truth to daylight by inserting my letter. GUSTAVE MAY,

Ex-Intendant General of the Commune.

TAMMANY SOCIETY.

A meeting of the Tammany Society was held last evening at Tammany Hall, Augustus Schell, Grand Sachem, presiding. After a lengthy discussion it was resolved that a committee of thirteen be appointed by the Chair to make out a ticket of officers to be submitted for election at the meeting to be held on the third Monday of this month. The Grand Sachem did not name the committee last evening. The time for the holding of the primaries has not yet been fixed. The Society adjourned to meet on the evening for the annual election of officers.

THE ROBESON INVESTIGATION.

Examination of Commodore Case—The Torpedo-Boat Engine Contracts—The Fowler Wheel—The Secor Claims.

WASHINGTON, April 1, 1872.

The Select Committee to investigate the charges against Secretary Robeson met to-night at seven o'clock. They decided not to receive the testimony of Colonel William P. Wood, whom Mr. Dana had on Friday called to show that Mr. Simon Johnson, deceased, employed or sought to employ the witness to prevent a disclosure of the true character of the Secor claims, and that he admitted to the witness their fraudulent character.

COMMODORE CASE,

Chief of the Bureau of Ordnance, testified that in December, 1871, he did not make the contracts for the construction of two engines for two torpedo boats with John Roach & Sons, of New York, but he signed them by order of the Secretary of the Navy; he requested the Secretary to have the contracts prepared and have the witness sign them. In order that there might be no complications, he wanted the contracts prepared by experts. No provisions of law were violated. He thought the contracts were drawn in the Bureau of Construction. The witness was president of the Board which selected the models for the torpedo boats. He recommended the boats should be built at the navy yards. This recommendation

DID NOT COVER THE ENGINES.

The department did not want the public to know anything about the building of these boats. This investigation was defeating the objects of the Ordnance Office, whose movements in this matter were secret, and it was important the office should keep its own knowledge.

In response to an inquiry by Mr. Bartlett whether the use of engines with the Fowler wheel attached was not rather an innovation, the witness said:—

It takes the place of the ordinary paddle wheel, and with it a vessel can be steered as well in one direction as another; he did not know who fixed the prices for the engines; one of the boats was designed by Chief Constructor Hanscom and the other by Admiral Porter; as the Admiral designed one of them he had a right to say what engines he would put in the boat; so with the Chief Constructor.

Secretary Robeson asked the Commodore numerous questions, to which he responded that he had been

IN THE SERVICE FORTY-FOUR YEARS,

and had been Chief of the Ordnance Bureau since August, 1869. As to advertising for supplies, he had been informed that Admiral Dahlgren, while Chief of the Bureau of Ordnance, acted on the principle that the law did not apply to that office, because it was not always advisable to let the public know what it was doing. After the torpedo boats were authorized

VARIOUS MODELS WERE SUBMITTED

to the Board by different parties. The Board was appointed by the Secretary of the Navy. It consisted of Chief Constructors Hanscom, Delano, Lenthal, Captain Amman and the witness. The board selected two models, those of Hanscom and Admiral Porter. They were accompanied with a description of the necessary speed and the power to be obtained. Both parties were perfectly satisfied that the engines would give the results required by the Bureau. The contracts guaranteed certain results—a certain number of revolutions. There could have been no guarantee of results if the engines were made at the navy yards. If in the navy yards results are missed there is no remedy but to make new efforts. The Treasury Department was building two revenue propellers with the Fowler wheel, and the Navy Department delayed a good while to find out about that wheel. It was considered that the

TORPEDO BOATS WERE EXPERIMENTS.

The witness considered a torpedo boat an experiment; he wanted five, thinking that one good one could be got out of them; as to iron for these boats, he said he wrote to Moorehead & Co., of Pittsburg, by order of the Secretary of the Navy, and asked them to make propositions, as they had the best reputation. They, however, could not do the work. The witness had said to the Secretary, who had asked him whether it was necessary to advertise, that it was not necessary.

Mr. BARTLETT called the attention of the witness to the laws of 1843 and 1861, which require all naval supplies to be advertised, which the witness explained had been construed not to apply to the Ordnance Bureau, and so approved by Secretary Welles. It was under this construction that the great transactions of the war were carried on.

Mr. ARCHER asked the witness' opinion as to the relative quality of work done at the navy yards and by private contractors, when witness replied that he considered they got better work at the navy yards.

B. A. GOLDSBOROUGH,

Chief Clerk of the Bureau of Construction and Repairs, testified that he had no particular conversation with Lenthall about the law of 1868; he came into his room by accident, when Lenthall told him he had a written order to pay the Secor extra claims, and that this order was received out of office hours.

WILLIAM H. ALLYN

testified that he was engaged for eight years in the Bureau of Steam Engineering and left in August, 1870. While the chief of the bureau, Mr. King, was in California a package of letters was brought to him by Mr. Shook, including the Bogus report on the Secor claims. After looking at them the witness said they did not pertain to that bureau, but belonged to the Bureau of Construction. He looked over the report concerning the three vessels and saw the aggregate amount allowed was $93,000, or thereabouts. The witness then made a statement as to what the Board reported, and closed by calling the attention of the Secretary of the Navy to

THE LAW OF 1868

on the Secor claims, which gave $115,000 in full satisfaction of all claims. He gave the statement to Mr. Shook, being anxious the Secretary should know the provisions of that law. He afterwards saw Mr. Lenthall, and told him these papers had been sent to the bureau by mistake. When Mr. King returned he brought to him the statement he had prepared, and asked him what it meant. Mr. King seemed quite angry at the action taken by the witness and turned abruptly and left him. Witness did not know whether Shook had returned the papers to the Department or to the Bureau of Construction. The opinion of the witness was that the law of 1868 estopped the Secors from further claims. Among the papers was a letter from King to the Secors, stating the items of these claims had not been considered by the former board, of which he was a member. In reply to a question witness said it was the custom of the Bureau to

STATE THE TERMS OF THE CONTRACTS WITH FULNESS

and care and with great particularity.

In response to the questions by Secretary Robeson witness said contracts were not always advertised, but sometimes notice was given to contractors, and that during the late war contracts were made to the extent of $8,000,000. The witness wished it to be understood he had given no information, directly or indirectly to the New York *Sun*.

The committee, at half-past nine, adjourned until to-morrow evening, at half-past seven o'clock.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	5 44	Moon rises..morn	2 53
Sun sets	6 26	High water...eve	3 53

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTH OF APRIL.

Steamer.	Sails.	Destination.	Office.
Idaho	Apl 3	Liverpool	29 Broadway.
City of Baltimore	Apl 4	Liverpool	15 Broadway.
Baltic	Apl 6	Liverpool	19 Broadway.
Pereire	Apl 6	Havre	58 Broadway.
Anglia	Apl 6	Glasgow	7 Bowling Green
City of Montreal	Apl 6	Liverpool	15 Broadway.
Republic	Apl 13	Liverpool	19 Broadway.
Teutonic	Apl 13	Liverpool	7 Bowling Green
St. Laurent	Apl 20	Havre	58 Broadway.

PORT OF NEW YORK, APRIL 1, 1872.

CLEARED.

Steamship Wilmington, Holmes, Philadelphia—W P Clyde.
Steamship Franconia, Brage, Portland—J F Ames.
Ship Pacific, Foss, New Orleans—N B Wrightson.
Bark Virginia (Br), Pugsley, Belfast—Tanscott, Bros & Co.
Bark John Boulton (Br), Lindsay, Linguayra and Porto Cabello—Dallett, Bliss & Co.
Brig J W Henry, Carter, Aspinwall—Crandall, Berteaux & Co.
Brig Sami T Holbrook, Frisbie, Matanzas via Fernandina—C H Trumbull.
Brig Alice Woods (Br), Doherty, Matanzas—Henry & Parker.
Brig H B Emery, Small, Matanzas—Miller & Houghton.
Schr Daybreak, Blake, Cardenas—J E Ward & Co.
Schr Julia A Decker, Dunton, Harbor Island (Bahamas)—B J Wenberg.
Schr E K Kirk, Burnett, Baltimore—Slaght & Petty.
Schr J M Morrell, Reed, Port Jonnson—B J Wenberg.
Schr Broadfield, Burt, Boston—J Boynton & Son.
Schr Dr Franklin, Smith, New London and Norwich—Rickett & Bro.
Schr O C Acken, Mead, Stamford.
Schr Nellie Bloomfield, Hobbie, Stamford.
Schr J R Murchell, Morrell, Stamford.
Steamer C Comstock, Drake, Philadelphia.
Steamer A C Sumners, Davis, Philadelphia.
Steamer Anthracite, Green, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Rising Star, Conner, Aspinwall, March 25, with mdse and passengers, to the Pacific Mail Steamship Co.
Steamship City of Merida, Deaken, Vera Cruz March 21, Progreso 24th, and Havana 28th, at 11 AM, with mdse and passengers to F Alexandre & Sons. March 29, at 9 AM, Jupiter bearing W 15 miles, passed brig Hermann, bound N; same day, at 12 M, lat 27 45, lon 79 48, passed bark Wm Miles, of London, bound N; 30th, at 10:40 AM, lat 32 12, lon 78 08, spoke Rambler (Br), from Cardenas for New York.
Steamship Metropolis, Castner, Bermuda, March 28, with mdse and passengers, to Lunt Bros. March 31, 70 miles SE of Barnegat, passed a can buoy painted red, with No 12 marked on it.
Steamship Cortes, Whitman, New Orleans, March 24, with mdse and passengers, to H B Cromwell & Co.
Steamship Zodiac, Chapin, Newbern, NC, 3 days, with mdse and passengers, to Murray, Ferris & Co.
Steamship Volunteer, Bloodgood, Philadelphia, with mdse, to the Lorillard Steamship Co.
Steamship Wm P Clyde, Scott, Richmond, City Point and Norfolk, with mdse and passengers, to Washington & Co.
Steamship Geo W Clyde (new), Cole, Philadelphia, in ballast, to C H Mallory & Co. Will load for Galveston.
Bark Mary A Marshall (Br), Marshall, Buenos Ayres, Jan 27, with hides to Henry & Parker. Is anchored outside the bar.
Bark Excelsior, Bowers, Montevideo, Feb 8, with wool, hides, &c, to J T B Maxwell. Is anchor off the Highlands.
Bark Bessie Parker (Br), Cox, Newport, E, Feb 1, with railway iron to order; vessel to Jas W Elwell & Co. Is anchored outside the bar.
Bark Progresa (Nor), Olsen, Messina 84 days, with fruit to Jas Robinson & Co; vessel to Funch, Edye & Co. Was 28 days coming down the Mediterranean, with heavy westerly gales; passed Gibraltar Feb 1; from thence to Madeira had variable weather; Feb 14, lat 34 30, lon 62 40, had a heavy gale from east, lasting 6 hours; thence to Hatteras light variable winds; from thence 5 days, with heavy NW gales.
Bark Albion (Br), Wilson, Manzanzas, 10 days, with sugar to master. Is anchored on the bar.
Bark J H Pearson (of Newburyport), Taylor, Palermo, Dec 19, with fruit, to order. The J H P is anchored on the bar.
Bark Snowdon, Wood, Cardenas, 13 days, with sugar and molasses to Master. The Snowdon is anchored on the bar.
Bark Geo W Tucker, Tucker, Matanzas, 10 days, with sugar to Winchester & Towne. Is anchored on the bar.
Brig Veteran (Br), Snow, Messina, Feb 3, with fruit, &c, to James Henry. Is anchored on the bar.
Brig Acadia (Br), Ganion, Messina, Feb 3, with fruit, &c, to master. Is anchored outside the bar.
Brig Katie (Dan), Robinson, Seville, 45 days, with cork and lead to Howard & Co. The Katie is anchored on the bar.
Brig D C Soule, Soule, Cardenas, via Delaware breakwater, 16 days, with sugar and molasses to Master. The D C Soule is anchored on the bar.
Brig A D Whilden, Ellis, Sagua, 16 days, with sugar, to master. The A D W is anchored on the bar.
Schr S A Reed, Reed, Para March 4, via St Thomas 21st, with rubber, &c, to Francis Moran. Had variable weather.
Schr M S Mangam, Beveridge, Baracoa, 10 days, with fruit to E Puig & Co; vessel to master.
Schr M E Tabor, Aldridge, Fernandina, 18 days, with lumber to Van Brunt & Slaght. Been 11 days north of Hatteras with strong NE and NW gales.
Schr J P Ceminger, Hubbard, Savannah, 12 days, with lumber to Jonathan Beers; vessel to master.
Schr G B McFarland, McFarland, St Marys, Ga, 7 days, with lumber to S C Lord & Co.
Schr Fannie Elder, Rich, Charleston, 6 days, with lumber to order—Vessel to H W Lord & Co.
Schr John Ferris, St John, Virginia, with railway ties to Van Brunt & Bro.
Schr W H Kenzie, Soper, Baltimore.
Schr Lottie Klotts, Endicott, Baltimore.

The ships Hudson, and Ontario, which arrived 31st ult, still remain in the lower bay, detained in consequence of the prevailing NW gale.

Passed Through Hell Gate.

BOUND SOUTH.

Schr Hester, Davis, Stamford for New York.
Schr Chase, Peck, Stamford for New York.
Schr Francis Edward, West, Rockport for New York.

BOUND EAST.

Steamship Franconia, Brage, New York for Portland.
Schr Amelia, Perry, New York for Providence.
Schr Fly, Dow, New York for New Haven.
Schr Chas S Lovering, Hathaway, New York for Taunton.
Schr Blackstone, Nixon, New York for Fall River.
Schr Alice Oakes, Marston, New York for Providence.
Schr Marian Draper, Beebe, New York for Providence.
Schr W F Dearborn, Hall, New York for Boston.
Schr Amos Briggs, Briggs, Haverstraw for New Haven.
Schr L A Tolles, Day, New York for Norwalk.
Schr W B Darling, Smith, New York for Providence.
Schr Joe S Fish, Levy, New York for Providence.
Schr Pointer, Baker, New York for Providence.
Schr R S Lane, Manson, New York for Providence.
Schr Connecticut, Warren, New York for Stonington.
Schr John Warren, McGar, New York for Providence.
Schr Evelyn, Burger, New York for Stamford.
Schr Dart, Williams, New York for Stamford.
Schr Buckeye, Leggett, New York for Providence.
Schr Julia A Graham, Long, New York for Oyster Bay.
Schr Cinderella, Jarvis, New York for New Haven.
Schr Wm Gray, Allen, New York for New London.
Schr T S McLellan, Farr, New York for Portland.
Schr John H Challee, Jones, New York for New London.
Schr J W Hine, Gross, New York for Providence.
Schr F G Rowell, Rankin, New York for New London.
Schr Darid G Floyd, Chford, Elizabetport for Providence.
Schr T P Abel, Fowler, New York for Bridgeport.
Schr F Merwin, Bunce, New York for Providence.
Schr Sarah, Burgess, New York for Northport.
Schr S Smith, Smith, New York for Providence.
Steamer Lucia, Case, New York for Providence.

Wind at sunset NW, fresh.

Shipping Notes.

The Secretary of the Treasury has issued an order revoking the previous one, designating the Anderson & Van Tramp fog horns as the standard instruments for use on all water craft other than steam vessels. The Secretary states that upon a full consideration he is of the opinion that the intention of the act of Congress of February 27, 1871, is to leave the selection of instruments to the masters or owners of sailing vessels.

The new iron screw steamship Geo W Clyde, 1260 tons gross measurement, built by Cramp & Sons, Philadelphia, for Thos Clyde, arrived at New York AM of April 1. Her compound engines, of the pure English type, the first of the kind built in America, worked admirably on the trial trip. She will enter the New York and Gulf trade under command of Captain Cole, formerly of the Wilmington. Her chief engineer is Mr. John Harris, late of the Pacific Mail Steamship Co's California and China service.

Marine Disasters.

STEAMSHIP CITY OF GALVESTON—The damage to steamer City of Galveston is much more serious than it was thought to be on Friday afternoon. She was partially pumped out and it was found that the lower deck was almost entirely burned up, the machinery very badly injured and the upper works seriously burned. Captain Spicer, one of the owners, left for New Orleans by rail on Saturday, and would decide the course to pursue relative to repairing the steamer.

STEAMER CLOTILDE (iron), which went ashore on Wells' Beach last year and was subsequently got off and taken to Boston for repairs, was launched on Tuesday, and will be ready for sea in about four weeks.

STEAMER MISSISSIPPI, which was taken to Key West after being ashore on the Florida coast, was to leave that port March 24 for Wilmington, Del. She can be easily repaired and is considered seaworthy.

SHIP VENUS (Br), ashore on Denor bar, is reported to be settling rapidly, with no prospect of saving her.

SHIP REPUBLIC (Br), Corning, at Boston from Liverpool, was fallen in with 30th ult by steamer Mahoning, Capt Freeman, at 5 PM, 25 miles ENE of Cape Cod, short of provisions and damaged in spars and rigging. The M put supplies on board and kept near to assist.

BARK DOVER, Stephens, from Montevideo, bound to New York, out 72 days, put into St Georges, Bermuda, 22d ult, with foremast and mainmast badly sprung, and loss of spars, sails and rigging.

BARK LOCHNAGER, Neill, from Manila bound to Boston, out 180 days, put into St Georges, Bermuda, 22d ult, with loss of sails, spars and leaky.

BARK JOSEPHINE, Crouse, from Demarara Feb 14 for New York, was piped into Bermuda 30th ult, with loss of sails, and was short of provisions.

BARK J S WISELOW, Davis, at Boston from Antwerp reports tried the Northern Passage for 26 days; got to the longitude of 12, and then stood to the southward. Has been 8 days north of Bermuda. March 24, lat 38, lon 64, had a very heavy gale from NW, during which stove both boats and split sails.

BARK ELIZA AND ALICE—Steamship H Livingston, at Savannah from New York, reports March 30, 9 AM, Cape Hatteras, bearing north by east, distance 28 miles, spoke the bark Eliza & Alice from Halifax for Philadelphia (before reported), much worn and with top sides, having lost mizzenmast and fore and main topmasts. She wanted no assistance.

BARK ANNIE M CANN—Ship Saranak, Ives, at Philadelphia 31st ult, from Liverpool, reports:—March 7, 7 A M, lat 44, lon 50 40, fell in with the bark Annie M Cann (Br), Cann, from Leith for Boston (before reported), in a sinking condition, having experienced very severe gales from SW on the 3d inst, during which she struck semilships by a heavy sea, which broke bulwarks, shifted cargo and did other damage; three of the crew were also frost bitten; with some difficulty all hands, consisting of the captain, his wife and 12 men, were got on board the ship and brought to port.

BRIG BRANCH, before reported ashore on Hedge Fence, came off 30th ult after lightering a portion of her cargo.

BRIG MICMAC, at Vineyard Haven 1st inst, from Cienfuegos for St Stephen, NB, reports experienced a succession of heavy gales, stove bulwarks, lost galley and chafed the rigging badly; 27th ult, 90 miles east of Cape May, saw a vessel waterlogged.

BRIG NAIAD, Fee, from St Domingo for New York, with logwood, put into Bermuda 16th ult in distress; sails gone, and ship leaking.

BRIG QUEEN OF THE WEST, Bolling, from Cienfuegos for Boston, put into Bermuda 16th ult; had been up within 20 miles of Cape Cod and was driven off in a NW gale; lost sails and vessel leaking.

BRIG ARGO, from London, with railroad iron for Ponce, went ashore about 20 miles to windward of Ponce March 7. Lighters had gone to her assistance. If fine weather continued, would probably be floated off.

BRIG ERIE, Sears, at Charleston 27th from Boston, experienced heavy westerly gales dusing the passage. On the 24th, off Cape Fear, W McNiloch, seaman, of Charlestown, Mass, fell from the topsail yard and was killed.

BRIG HARRIET MCGILVERY, from Calibarien for New York, put into Hatteras Inlet 28th ult; the captain reports left Calibarien March 14, and had hard gales and heavy seas; on 26th were nearly up to Cape of Delaware when took a heavy northerly gale and were obliged to heave to, but the gale increased to such an extent as to compel us to send before it; have lost several sails and are short of provisions.

SCHR HECTOR, at Savannah 25th inst from Boston, had very heavy weather, and lost mainsail, &c.

SC