THE METAIRIE RACES.

SECOND DAY OF THE SPRING MEETING.

Southern Beauties Witnessing the Exciting Sport.

THREE GRAND EVENTS.

Blind Tom the Winner of the Hurdle Race, Nannie Douglass the Two-Mile Heats, and Annie B. the Mile and a Quarter Dash.

NEW ORLEANS, April 2, 1872.

Though the skies over the Crescent City have been clouded to-day and the bright and genial sunshine was lacking to cheer and exhilarate both men and women, the grand old Metairie Course had thousands upon thousands of visitors to witness the racing events on the card for this the second day of the spring meeting. The hotels, crowded to repletion for more than a week, seemed to transfer the bulk of their guests to the excursion trains, and when the horses were called to the post for the hurdle race the club and grand stands were an enjoyable sight, with their throngs of enthusiastic gentlemen and ladies. Almost every Southern State had its representatives, and almost every lovely female her favorites among the several horses.

The racing was capital, as had been anticipated, the hurdle contest proving most exciting and causing shouts of delight from one and all alike. As is often the case in this popular amusement, the "prophets" were doomed to disappointment in the second and third races, the dark blue of Sanford's stable suffering defeat, where his entries—Salina and Madame Dudley—were great favorites. Disastrous indeed was this result, as the betting men of magnitude thought they were invincible in the respective events, and offered long odds upon them. This disappointment, which is always anticipated upon the turf, did not detract from the general enjoyment of the occasion, but, on the contrary, added to the excitement, as such uncertainties render the sport doubly charming and attract the crowds that at the present day throng every popular course in the country. The events on the card were three in number—the first, a hurdle race; the second, two-mile heats, and the third, a dash of one and a quarter mile.

THE HURDLE RACE.

In the first race, over eight hurdles, two miles, there were entered H. Gaffney's brown filly Oleander, by Tipperary, dam Olio; T. F. Roach's brown horse Blind Tom, by Star Davis, dam by Margrave; E. Harrison's gray gelding Tom Corbett, by Lightning, dam by Knight of St. George, and E. Harrison's chestnut gelding Temple, by Bulletin, dam by Albion. Blind Tom was a strong favorite over the field. This was a very fine race, and was won by the favorite after two fierce struggles, the first with Tom Corbett and the second with Temple. The latter came in second and Tom Corbett third. Oleander made a poor show so far as speed was concerned, but as a jumper she was as perfect as any of her opponents. The following are the details of

THE RACE.

The start was given as the horses approached the stand on a canter, and as they went away they increased their pace into a good gallop. The first hurdle was taken by Tom Corbett and Blind Tom together, Temple third, Oleander fourth, and the latter never was in the race from that moment. As the horses approached the second hurdle the two Toms became yoked and they took the jump together, Temple trailing four lengths behind, Oleander being far away. There was no change to the third hurdle, and going around the lower turn Temple went merrily up and the trio jumped the fourth hurdle parallel. As they passed the stand, in 1:57, Temple led a neck, Blind Tom second, Tom Corbett third, two lengths behind the latter. Temple was then yoked by Blind Tom and they ran together over the sixth and seventh hurdles, when Temple began to show symptoms of distress, and then Blind Tom leaving him, the race was no longer in doubt. He came up the homestretch under a hard pull, leading two lengths over the eighth hurdle, and then galloping briskly to the stand won the race by three lengths ahead of Temple, Tom Corbett third, and Oleander a bad fourth. Time, 3:56½.

SUMMARY.

NEW ORLEANS, April 2, 1872.—METAIRIE JOCKEY CLUB SPRING MEETING—Second Day—First Race—Club Purse of $700; hurdle race, two miles, over eight hurdles.

T. P. Roach entered br. h. Blind Tom, by Star Davis, dam by imp. Margrave 1
E. Harrison entered ch. g. Temple, by Bulletin, dam by Albion 2
E. Harrison entered gr. g. Tom Corbett, by Lightning, dam by Knight of St. George 3
Hugh Gaffney entered br. f. Oleander, by Tipperary, dam Olio 4

Time, 3:56½.

TWO MILE HEATS.

The second race was two mile heats, in which were Mr. M. H. Sanford's bay filly Salina and Messrs. Bacon & Holland's bay mare Nannie Douglass. Salina was the favorite at the start at 100 to 30. She ran so rank and pulled so hard in the first heat that she choked after going a mile and a half, and Nannie Douglass beat her the heat. The second heat was also won by Nannie, Salina not having recovered. She was certainly not herself on this occasion, and many owners of other horses that could have run two miles were sadly grieved to think they had not entered for the event. The following are the details of

THE RACE.

First Heat.—Nannie Douglass took the lead, but it was soon taken from her by Salina, who led at the quarter pole three lengths. She then dashed away with the boy, and opened the gap under a provoking pull to ten lengths in going down the backstretch. She was fifteen lengths in front as she entered the homestretch, but there she swerved to the extreme outside of the track and seemed inclined to bolt, her jockey managing with difficulty to keep her on the track and in doing so he had to pull her double. As she passed the quarter pole on the second mile she began to quit, and Nannie Douglass gradually gained on her, until as they came to the homestretch, Salina again swerved across the track, and Nannie went to the front and came home a winner by half a dozen lengths. The first mile was run in 1:47½ and the heat in 3:39½.

Second Heat.—Nannie Douglass went off several lengths in front of Salina, who did not seem very anxious to break away. As before, however, she gradually closed on Nannie around the turn and down the backstretch. As they ran around the lower turn Salina shut up the daylight, and crossing the score they were head and head, in 1:52½. Going to the upper turn Nannie cut loose and soon showed daylight on Salina, the latter exhibiting unmistakable symptoms of distress. The race was decided before they reached the half-mile pole. Salina's jockey made several ineffectual attempts to overtake Nannie, but the latter kept up a steady stride and won the heat by five lengths, in 3:43½.

SUMMARY.

SAME DAY—Second Race.—Club purse of $1,200; two mile heats.

Bacon & Holland entered b. m. Nannie Douglass, by Rogers, dam by Wagner 1 1
M. H. Sanford entered b. f. Salina, by Lexington, dam Lightsome 2 2

Time, 3:39½—3:43½.

ONE MILE AND A QUARTER DASH.

The third race, one mile and a quarter, had eleven entries, comprising G. H. Rice's bay filly Annie B., by Lexington, dam Banner; D. Swigert's brown mare Moriacchi, by Lexington, dam Banner; H. Gaffney's bay colt Lord Byron, by Kentucky, dam Lady Blessington; M. Walsh's bay colt Regulator, by Bonnie Scotland, dam Easter; E. H. Harrison's chestnut gelding Donovan, by Bulletin, dam by Ambassador; R. M. Montgomery's bay colt Rightway, by Foreigner, dam Mary Farris; A. C. Franklin's chestnut mare Glenrose, by Lexington, dam Sally Lewis; W. Warwick's chestnut gelding Style, by Wagner Joe, dam by Cracker; Bacon & Holland's chestnut gelding Bob Shelton, by Australian, dam Lavender; W. Cottrill's chestnut colt Frank Ross, by Daniel Boone, dam Sigma, and M. H. Sanford's bay filly Madame Dudley, by Lexington, dam Britannia the Fourth. Madame Dudley was the favorite at even over the field. She was beaten, however, by Annie B. and Bob Shelton, two horses that were thought so little of that they were both sold in the field. The Madame secured third place. The following are the details of

THE RACE.

After a number of breaks away the horses were started about as well as it was possible on so narrow a track as the Metairie is at the three-quarter pole, and they came rattling up the homestretch at a very rapid pace. As they approached the stand Madame Dudley showed in front, Frank Ross second, Glenrose third, then Style, Bob Shelton, Annie B. and Moriacchi in a group, the others trailing. Soon after leaving the stand Frank Ross went to the front and led around the upper turn, Madame Dudley second, Style third, Annie B., Bob Shelton, Moriacchi and Glenrose in a cluster, and the others following as best they could. At the quarter pole Style ran up and took sides with Madame Dudley, then left her and made play for Frank Ross, and the race between these two was very exciting down the backstretch, as they were two of the fielders, and it was evident that as far as these two horses could go they could out-pace the Madame. They kept the lead until they swung into the lower turn, when a change began to take place all around. The leaders commenced to quit and Annie B. and Bob Shelton began to move up, and as the horses ran into the homestretch the two last named rushed to the front, and the race then lay between them, all the others being hopelessly beaten—Annie B. went under the wire a winner by three lengths, Bob Shelton second, Madame Dudley third, Frank Ross fourth, Style fifth, Moriacchi sixth, Glenrose seventh, Lord Byron eighth, Regulator ninth, Rightway tenth and Donovan eleventh. Time of the dash, 2:14½.

SUMMARY.

SAME DAY—Third Race—Club Purse of $600; one mile and a quarter.

G. H. Rice entered b. f. Annie B., by Lexington, dam Banner 1
Bacon & Holland entered ch. g. Bob Shelton, by Australian, dam Lavender 2
M. H. Sanford entered b. f. Madame Dudley, by Lexington, dam Britannia the Fourth 3
W. Cottrill entered ch. c. Frank Ross, by Daniel Boone, dam Sigma 4
E. Warwick entered ch. g. Style, by Wagner Joe, dam by Cracker 5
D. Swigert entered br. m. Moriacchi, by Lexington, dam Banner 6
A. C. Franklin entered ch. m. Glenrose, by Lexington, dam Sally Lewis 7
H. Gaffney entered b. c. Lord Byron, by Kentucky, dam Lady Blessington 8
M. Walsh entered b. c. Regulator, by Bonnie Scotland, dam Easter 9
R. M. Montgomery entered b. c. Rightway, by Foreigner, dam Mary Farris 10
E. H. Harrison entered ch. g. Donovan, by Bulletin, dam by Ambassador 11

Time—2:14½.

To-Day's Racing at New Orleans.

The events set down to take place to-day on the Metairie course are, as usual, three, embracing the Minor Stakes for three-year-olds, one mile; mile heats for four-year-olds, the winner of the Bingaman Stake carrying five pounds extra, and the Metairie Cup, sweepstakes for all ages, two miles and a quarter. In the first race the starters will probably be H. B. Foley's Belle Buckley, W. Cottrill's Young Harry and Magnolia, T. G. Moore's London, D. Swigert's Shylock, G. H. Rice's War Dance, Babcock's bay filly by Bay Dick, Buford's Malita and Bombshell, Stone's Mary Farris and Johnson's Jack Downing.

In the mile heats, Cottrill's Saucebox, Campbell's Nathan Oaks, Gaffney's Lord Byron and Moore's George Wilkes will contend for the purse of $800.

The Metairie Cup, gift of Mr. M. H. Sanford, valued at $1,000, to which is added $1,000, will bring to the post Nellie Gray, Hollywood, Monarchist, Preakness, Nellie Ransom, Conductor, Stockwood, Wanderer and Barney Williams—a remarkable field of clippers.

Pools were sold on the Cup contest last evening by Major Johnson, at his rooms, the average rates being:—Nellie Gray, $40; Sanford's entries, $18; Babcock's entries, $12; Swigert's entries, $10; the field, $6. Up to a late hour the assembled sporting gentlemen had not ventured to speculate on the first and second races.

THE ROBESON INVESTIGATION.

About the Torpedo Boat Engines and Iron—What Are Ordnance Supplies?—The Deficiency Act of 1869-70 and the Secor Claim.

WASHINGTON, April 2, 1872.

The Naval Investigating Committee commenced business to-night at a quarter to eight o'clock.

GEORGE R. WILSON

was sworn and testified that he is superintendent of machinery at Washington Navy Yard, and has been since May, 1861; the yard is supplied with every facility for building first class engines; the yard can manufacture engines cheaper than by contract with outside parties, and in a much more satisfactory manner; he thought it much more economical to build engines at the Navy Yard than to have them built by contractors; they could employ from seven hundred to one thousand men; compound engines could be built there; they could, in fact, build as big an engine as was ever designed. The witness replied to a question by Representative Archer that the Navy Yard could make engines

SUPERIOR TO THOSE OF CONTRACTORS;

they were furnished with the best machinery of every kind.

In reply to a question by Secretary Robeson the witness said the Washington Navy Yard during the five years of the late war prepared more ordnance supplies than all the other yards together; and in reply to Mr. Bartlett he said that no private establishmen is equal to the Washington Navy Yard.

CHIEF OF THE BUREAU OF CONSTRUCTION AND REPAIRS HANSCOMB,

being sworn, testified that he took part in the contract for the construction of engines for the torpedo boat to be built at Charleston; the Board adopted his design and that of Admiral Porter for the two torpedo boats, the one to be built under the superintendence of the witness and the other under the superintendence of Admiral Porter; witness was responsible for the one and Porter for the other; they were to

ARRANGE AS THEY SAW FIT;

the witness consulted with several engineers as to the required engines; he obtained information from all of them; he spoke particularly to Mr. Roach as to whether he could construct compound engines; he had no conversation with other parties about giving contracts; he did not apply to any navy yard to build engines, as they could not guarantee the power; he did not know of any law requiring proposals in cases of this kind.

Mr. Bartlett next took up the subject of the contract for

FURNISHING IRON FOR THE BOATS.

The witness having directions to build the vessel, he understood he was to have the purchase of the material; he had received no directions from any one, and having ascertained where the best iron could be obtained he contracted with E. E. Pennock, of Coatesville, Pa.; he did not advertise for proposals for furnishing the iron; the iron contracted for was not usually manufactured in the United States.

Mr. Bartlett examined the witness at some length as to the required

TEST OF THE IRON,

and during the questioning asked the witness whether he called ship plates ordnance? To which he replied:—The same as he called gun carriages ordnance; all material used for ordnance may be called ordnance; he had inquired of Mr. Shook, and some other persons in the Steam Engineering Bureau, and was told that the best iron was manufactured by Pennock, at Coatesville; he visited the works at Coatesville, and afterward sent word to the Pennocks to come to the Bureau, which they did. The witness was examined at length on this point, and said the proposition was

TEN CENTS A POUND,

as stated in the contract; he compared his price with the prices of the best brand of iron; the prices of iron are from three to eighty cents per pound, and the price asked by Pennock was considered right for the charcoal brand of iron; everything was made to the required size.

In reply to the question as to whether if he had advertised for iron he could have obtained it on better terms the witness said that private individuals in building iron ships do not advertise for the material.

Examined by Secretary ROBESON—The witness said he had been in the naval service

SEVENTEEN YEARS AS A CONSTRUCTOR;

he had been connected with shipbuilding thirty years; he was a member of the board that selected the models of the experimental torpedo boats; speed and handling were considered and made a part of the several results; the question of the room to be occupied by the engine, their weight, the consumption of fuel and their power entered into the design of the boats; the contracts were to produce the desired results; the engines are not considered supplies for which proposals are required to be advertised; they are machinery; the witness visited the Pittsburg works where the Sligo iron is manufactured; he also visited the Baltimore works and the Coatesville works, where the Eureka brand is made; these two irons, he understood, were

THE BEST IN THE COUNTRY;

the contractors for the iron understood the tests which are regularly made; the Secretary never directed him to favor anybody in any way or shape; the Secretary never verbally or in writing directed him to favor anybody; nobody not connected with the navy is a purchasing agent for the bureau.

By Mr. ARCHER—Witness had consulted with Shook, King and others, who agreed that the compound engines were the best. Builders other than Roach might be able to build such engines, but he did not know; compound engines are recommended by English architects.

By Mr. BARTLETT—The Pennsylvania Railroad Company's steamers building at Philadelphia are to have compound engines. These engines are being built at Scranton. The witness did not inquire at Scranton about building the engines for these boats.

JUDGE TABOR

was called to show the balances remaining on hand to the credit of the Bureau of Construction and Repairs at the end of the fiscal year, ending June 30, 1870, which, he stated, was $261,909. On the 15th of June, 1871, the witness said there were in the hands of the paymasters from $30,000 to $100,000, which would be to the credit of the Bureau, although not appearing on the books in his office.

Mr. Bartlett here put in as evidence in the case the act of Congress making appropriations to supply deficiencies in the Naval Appropriations for the fiscal year 1869-70, the proviso therein being as follows:—"Provided that the money so appropriated shall be expended only for the purpose of providing materials, carrying on the work and paying the employés of the Bureau, for which it is appropriated."

Mr. Bartlett here claimed that Zeno Secor received $23,000 June 15, 1871, which was paid out of the deficiency appropriation,

CONTRARY TO THE PROVISO ABOVE QUOTED.

Secretary Robeson said the explanation of the gentleman was for newspaper publication only.

The committee, at ten o'clock, adjourned until tomorrow, at half-past seven o'clock P. M.

THE GOVERNMENT STONECUTTERS.

A Delegation Waiting on the President and Secretary Boutwell.

COLUMBIA, S. C., April 2, 1872.

The delegation of stonecutters, who recently struck on the government buildings here, have worked their petition very well in Washington. Having secured the assistance and good offices of Mr. Hoar, member of Congress from Massachusetts, they waited on President Grant and lodged their complaint against Superintendent Kingsley's demands for the ten hour movement. He has promised to reinstate the men on the works.

Secretary Boutwell has undertaken to investigate the matter. In the meanwhile Superintendent Kingsley has been unable to get men to proceed with the work under his supervision.

THE SOLDIER'S BURIAL.

The Last Tribute of Respect to the Hero of Fort Sumter.

The Arrangements for the Procession To-Day.

WEST POINT THE FINAL RESTING PLACE.

The remains of General Robert Anderson, United States Army, the hero of Fort Sumter, will leave this city to-day at noon, to be conveyed to their final resting place at West Point. It is only some eleven years ago when the untiring spirit that worked the genius of this great soldier was actively engaged in preparing for the defence of an important fort which had been entrusted to his safe keeping by the chief officer of his country. How nobly he protected the charge with which he had been entrusted is already well known and familiar to the mind of every American citizen, as the memorable defence of Fort Sumter, on the days of April 12 and 13, 1861, formed a very important event in the history of the late rebellion.

General Anderson, it will be remembered, died at Nice, on the 26th of last October, in the sixty-sixth year of his age, after a long and protracted illness. His was a career devoted to his country, as since July 1, 1825, when he graduated from West Point, up to June, 1861, he was engaged in active service of an important nature. General Anderson was one of the most earnest students at West Point, and in 1838 he published a work entitled "Instructions for Field Artillery, Horse and Foot, Arranged for the Service of the United States," which has since been highly approved of by all our leading military tacticians. In private life General Anderson had many friends, who esteemed his courteous and gentlemanly manner, which was in perfect keeping with his career of life, and marked the dignity of the good soldier and the Christian gentleman. The memory of General Anderson, the hero of Fort Sumter, will never be obliterated from the recollection of a grateful country, and will be handed down to posterity, from father to son, with the tender respect sacred to the memory of the man.

Shortly after the death of General Robert Anderson his remains were conveyed from Nice to Cadiz, and thence placed on board the United States steamer Guerriere, to be conveyed to this country. The Guerriere left Cadiz on the 29th of December, and arrived off Fortress Monroe on the evening of the 4th of February. The Guerriere anchored in Hampton Roads on the evening of February 5. On the following day the casket containing the body was brought on shore and delivered into the safe keeping of Major General Barry, who had his whole command under arms and paraded on the wharf. A procession was then formed and, accompanied by the bands of the receiving ship New Hampshire and the Artillery School, the casket was carried to the chapel of the fort, where it was placed upon a platform immediately in front of the chancel. On the 9th of February the remains were conveyed by steamer to Baltimore, and thence to New York, arriving in this city on the morning of February 12. The remains were accompanied by General J. C. Davis and General S. W. Crawford and by them conveyed from the Jersey City depot to the Marble Cemetery, in Second street.

The last honors and the last tribute of respect that the people of the United States can offer to the memory of a brave soldier, who served his country gallantly and faithfully for a term of thirty-six years, will be paid to-day. The preparations for the final obsequies are now entirely completed, and it is expected that the procession and ceremony of to-day will not lack the respect due to the memory of such a brave officer as General Robert Anderson proved himself to be.

The procession will start from the Marble Cemetery, on Second street, at half-past ten o'clock A. M., and proceed up Second avenue to Eighth street, and thence to Thirty-fourth street, North River, via Broadway, Fourteenth street and Fifth avenue. The following programme gives a detailed account of the procession:—

SPECIAL ORDERS—NO. 53.

HEADQUARTERS DEPARTMENT OF THE EAST,
NEW YORK CITY, March 30, 1872.

The remains of the late Brigadier General Robert Anderson, United States Army, will be removed from the Marble Cemetery, in Second street, to the foot of Thirty-fourth street, North River, on Wednesday, the 3d proximo, in time to be placed on the steamer in the charge of the officer sent down from West Point by twelve M.

The following will be the order of the procession:—

Police.
Escort—To be commanded by Brigadier General W. G. Ward, N. G., S. N. Y.
The Seventy-first Regiment, N. G., S. N. Y.
The Ninth Regiment, N. G., S. N. Y.
The Seventh Regiment, N. G., S. N. Y.
Two batteries of the First artillery (E and H), which were in Fort Sumter with General Anderson.
Light battery K, First artillery.
(The artillery under Major J. M. Brannan,
First artillery.)
Corpse,
Under the Fort Sumter flag, on an artillery caisson, with the members of the Old Guard on either side.
Pall Bearers.
Family.
Officers of the Army and Navy.
Anderson Zouaves.
Columbian Order Knights Templars, Commandery No. 1.
Pacific Lodge.
Such other societies as may wish to join.
Citizens.

The procession will be under the direction of Assistant Adjutant General Chauncey McKeever, United States Army, who will act as Marshal.

The military will be formed in Second avenue, fronting east—centre opposite entrance to vault—and the societies in the same avenue, facing west, the latter to fall into the order of march as the procession passes them.

The line of march will be up Second avenue to Eighth street; up Eighth street to Broadway; up Broadway to Fourteenth street; through Fourteenth street to Fifth avenue; up Fifth avenue to Thirty-fourth street; down Thirty-fourth street to the North River.

By command of Brigadier General McDOWELL.
CHAUNCEY MCKEEVER, Assistant Adjutant General.

At Thirty-fourth street the casket containing the remains of the General will be carried on board the steamer in waiting and given in charge of the officer sent from West Point to receive and escort the remains to their final resting place. At West Point the final ceremonies will be conducted in the presence of the garrison, and the casket laid in the vault which has been constructed for its reception.

A CURIOUS CASE.

A Body Exhumed Nearly Three Years After Burial—An Autopsy and Analysis Reveals Arsenic—A Sadder Supposed to Have Been Poisoned for His Property—Investigation by the Coroner.

A curious case—one, perhaps, involving a murder—was brought before Coroner Young, at the City Hall, yesterday afternoon. It appears that on August 20, 1869, a harnessmaker named Frederick Joseph Siegfried, of 263 East Houston street, died at the age of sixty in the house of one Frederick Heggi, a German machinist. A certificate was given to the effect that his death resulted from natural causes, and a representation was made to his son, and also entered upon the books at Police Headquarters, that the deceased had been buried at Carmansville, N. Y., which did not prove to be the case, his body having been interred in the Lutheran Cemetery, Long Island. The deceased was possessed of considerable property at the time of his demise, and this, it seems, Heggi and his wife, in whose house he was living, obtained possession of. Frederick Siegfried, the son, asserts that the Heggis influenced his father against him, and, on certain facts coming to his knowledge, he caused the body of his father to be exhumed and examined. This was done, *in forma propria*, two years, five months and sixteen days after death, and Dr. E. T. T. Marsh, M. D., who made the autopsy, testified yesterday that the body was in a tolerably good state of preservation. He sent portions of the brain, lungs, spleen, kidneys, liver, stomach and intestines, in hermetically sealed jars, to Dr. Hermann Endermann, Chemist to the Board of Health, for analysis. On his examination yesterday, Dr. Endermann stated that chemical analysis revealed that all the portions of the deceased Siegfried's body which he had received from Dr. Marsh were more or less impregnated with arsenic, the largest quantity of which was found in the stomach and intestines. The total amount discovered in the parts submitted to analysis, which only weighed six pound and a fraction, was nine milleigrammes. He thought that much of the arsenic had been lost by the escape of fluid from the body of the deceased, yet much more than sufficient to produce death had been retained. In his opinion Siegfried came to his death from the effects of arsenic. There being several very suspicious features in the case Coroner Young yesterday issued a warrant for the arrest of Heggi. Heggi was committed to the Tombs to await the result of an investigation to be held next Friday.

BISHOP O'HARA AND FATHER STACK.

PHILADELPHIA, Pa., April 2, 1872.

The Supreme Court has reversed Judge Gamble's decision upon the legal points involved in the case of Bishop O'Hara, but has withheld opinion on them. The Court has only dissolved the preliminary injunction, which enables the congregation to worship in the Church of the Annunciation, at Williamsport, pending further proceedings in the case, and leaves all important issues of the case to be decided on a final hearing.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, April 2—4:30 P. M.—Consols closed at 93¼ for both money and the account. American securities quiet and steady. United States five-twenty bonds, 1862's, 93¾; 1867's, 93½; ten-forties, 89¾.

PARIS BOURSE.—PARIS, April 2—P. M.—Rentes, 55f. 87c.

LIVERPOOL COTTON MARKET.—LIVERPOOL, April 2—4:30 P. M.—The cotton market closed strong; middling uplands, 11½d. a 11¾d.; middling Orleans, 11½d. The sales of the day have been 20,000 bales, including 5,000 for speculation and export. Sales of cotton on ship named at New Orleans have been made at 11½d. The shipments of cotton from Bombay since the last report to the 1st inst. have been 30,000 bales.

TRADE AT MANCHESTER.—LIVERPOOL, April 2—The advices from Manchester are more favorable, but do not affect the market here.

LIVERPOOL BREADSTUFFS MARKET.—LIVERPOOL, April 2—P. M.—The market is quiet. Corn, 27s. 6d. per quarter. The receipts of wheat for the past four days have been 27,000 quarters, including 11,000 American.

LIVERPOOL PROVISIONS MARKET.—LIVERPOOL, April 2—4:30 P. M.—Bacon, 30s. 6d. per cwt. for short rib middles. Pork, 49s. per cwt. for fine Western prime mess.

LONDON PRODUCE MARKET.—LONDON, April 2.—Sugar, 35s. a 35s. 6d per cwt. for No. 12 Dutch standard, afloat, and 30s. a 30s. 6d. for do., afloat. Rosin, 8s. 6d. per cwt. for common, and 23s. a 24s. for fine.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	5 42	Moon rises..morn	3 37
Sun sets	6 27	High water...eve	5 00

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 Baltim're	Apl 4	Liverpool	15 Broadway.
Baltic	Apl 6	Liverpool	19 Broadway.
Pereire	Apl 6	Havre	55 Broadway.
Anglia	Apl 6	Glasgow	7 Bowling Green
City of Montreal	Apl 6	Liverpool	15 Broadway.
Republic	Apl 13	Liverpool	19 Broadway.
Tripheria	Apl 13	Glasgow	7 Bowling Green
St. Laurent	Apl 20	Havre	58 Broadway.

PORT OF NEW YORK, APRIL 2, 1872.

CLEARED.

Steamship Atlantic (Br), Cleadell, Liverpool via Queenstown—J H Sparks.
Steamship Humboldt (NG), Barandon, Stettin—Wendt & Ramuelsberg.
Steamship Leo, Dearborn, Savannah—Murray, Ferris & Co.
Steamship James Adger, Lockwood, Charleston—H R Morgan & Co.
Steamship Isaac Bell, Blakeman, City Point and Richmond—Old Dominion Steamship Co.
Steamship Wm P Clyde, Drew, Norfolk, City Point and Richmond—Washington & Co.
Steamship Volunteer, Bloodgood, Philadelphia—Lorillard Steamship Co.
Steamship Neptune, Baker, Boston—H F Dimock.
Ship George H Warren, Woodbury, Liverpool—E E Morgan's Sons.
Bark Violantina (Ital), Chaparello, Antwerp—Funch, Edye & Co.
Bark Humboldt (NG), Schweichel, Bremen—Funch, Edye & Co.
Bark Mary Gibbs, Whittemore, Marseilles—Thompson & Hunter.
Bark James Welsh (Br), Hammond, Barbados—T T & F A Dwight.
Brig Marie & Sophie (NG), Tischbein, Barbados—Peniston & Co.
Brig Sarah A Holbrook (Br), Tuthill, St Thomas—Peniston & Co.
Brig Francis Lewer, Lewey, New Orleans—R H Drummond & Co.
Schr Keokuk, Gates, Ponce, PR—Simpson & Clapp.
Schr Roswell, Copp, St Johns, PR—John Boynton's Son & Co.
Schr D H Bisbee, Anderson, Jacmel—Miller & Houghton.
Schr Mary D Leach, Atkins, St Jago—Jas E Ward & Co.
Schr M R Samson, Samson, Havana—Jas W Elwell & Co.
Schr Palma, Rankin, Savannah—Bentley, Miller & Co.
Schr Carrie S Webb, Homan, Georgetown, SC—Bentley, Miller & Co.
Schr May Morn, Hatch, Charleston—Bentley, Miller & Co.
Steamer Mars, Grinnell, Philadelphia.
Steamer E G Blake, Merritt, Philadelphia.
Steamer D Utley, Davis, Philadelphia.
Steamer George A Chaffee, May, Middletown, Ct.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Ashland, Moore, Fernandina, March 30, with mdse and passengers, to James Hand. Sailed in company with brig Woodland, for Montevideo. April 2, off Hatteras, saw 3-masted schr I'a —, with mainmasthead sprung; same day saw an Aspinwall steamship, bound south.

Steamship Magnolia, Palmer, Savannah March 30, with mdse and passengers, to W R Garrison.

Steamship Huntsville, Crowell, Savannah March 30, with mdse and passengers, to R Lowden.

Steamship Champion, Lockwood, Charleston, March 30, with mdse and passengers, to H R Morgan & Co.

Ship Charles H Marshall, Marshall, Liverpool, Feb 3, with mdse and 60 passengers, to C H Marshall & Co. The first part of the passage had fine weather, with southerly winds; crossed the Banks in lat 45 N; was 10 days off Sable Island with heavy gales from WNW; March 18, lat 42 20 N, lon 58 W, had a hurricane from SE to NW which lasted six hours, during which time carried away mizzen yard and blew the mainspsail to ribbons; the sea very heavy from all quarters; March 24, had another violent gale from W at 9 AM; shipped a very heavy sea, which washed away binnacle, compass and everything attached, also her coop, ventilators and everything movable about decks, flooded cabin with water; shortly after a seaman named Hugh O'Rourke was missing, supposed to be washed overboard by the same sea; throughout the night very heavy gales and high sea, shipping large quantities of water over decks. March 31, off Fire Island, received a pilot from boat No 1, the Hope.

Ship Bertha (of Yarmouth, Me), Humphrey, Newcastle, Dec 28, and Falmouth, Jan 21, with mdse, to H & F W Meyer. Took the middle passage, and had heavy westerly gales; March 13, lat 31 09 lon 53 30, spoke ship Bayswater, from Pensacola for California, 21 days out.

Bark Goethe (NG), Steenken, Liverpool 64 days, with mdse, to Chas Luling & Co. Took the middle passage and had heavy westerly gales most of the passage; the G is anchored outside the bar.

Bark Brace (Nor), Jorgensen, Cardiff 54 days, with railway iron, to order—vessel to Tetens & Boekmann. Took the southern passage and had fine weather; March 8, lat 27, lon 33, spoke brig Amelia (Ital), from Naples for New York.

Bark Domenico (Ital), Jaccarino, Cardiff 53 days, with railway iron, to order—vessel to A F Agresta. Took the southern passage and had variable winds.

Bark Aegir (Nor), Wisner, Cardiff 72 days, with railway iron to order. Took the southern passage and had light winds and calms to lat 30 N; from thence heavy W and NW gales.

Bark Mercur (Nor), Frivold, Cardiff Jan 16, with railway iron, to French, Edge & Co.

Bark Virilia (Br), Gray, Newport 55 days, with railway iron, to order—vessel to Boyd & Hincken. Took the southern passage and had fine weather throughout.

Bark Columbia (NG), Jaluiz, Bremen, 68 days, with mdse, to Hermann, Koop & Co. Took the northern passage and had a continuation of westerly gales; lost and split sails; been 38 days west of the Banks.

Bark Kate Crosby (Br), Hibbert, Antwerp Dec 2, Flushing, 29, and the Downes Jan 8, with mdse to Boyd & Hincken; came the southern passage, and had very light trades and fine weather up to Hatteras; since, heavy NE and NW winds. Jan 28 lat 45, lon 17 12, spoke ship Emelie (Fr), from Marseilles to Guadaloupe. Feb 12 lat 19 50, lon 31 14, bark Carlotta Argustina (Ital), from Genoa for Montevideo.

Bark American Eagle, Baker, Messina Jan 15 and Gibraltar Feb 6, with fruit to Lawrence, A, Giles & Co—vessel to Jas Henry. Had heavy weather; Feb 17, lat 33 42, lon 17 40, ex changed signals with ship Dover Castle, from London for Canterbury, NZ.

Bark Osanna (Ital), Gargulio, Palermo, 75 days, and Gibraltar, 62 days, with fruit to order; had heavy weather; March 24, during a heavy gale, carried away forestopmast and received other damage.

Bark Atlantic, (Br) McKenzie, Montevideo, 60 days, with wool, &c, to C B Swain & Son. Crossed the equator March 6, in lon 38 10 W; had moderate weather up to the last 8 days, then heavy westerly gales. Feb 17, lat 19 30 S, lon 37 35 W, spoke bark Lizzie Lee, from Calcutta for San Francisco; March 19, lat 23 57 N, lon 65 40 W, bark Savannah, from Montevideo for Delaware Breakwater; 24th, lat 31 51 N, lon 70 50 W, bark Reunion, from Montevideo for Boston.

Bark Atlantic (of New Haven), Dickerson, St Pierre, Mart, 17 days, with sugar, to H Trowbridge's Sons, been 3 days north of Hatteras, with heavy N winds.

Bark Pohono (of Machias), Thompson, Matanzas, 9 days, with sugar, to Simpson & Clapp. Had heavy winds from NNE to W for the last 5 days.

Bark Adriatic (Br), McKenzie, Matanzas 9 days, with sugar to order. Had fine weather; March 31, lat 36, lon 74, saw bark E M lying to.

Bark Martin W Brett, Blanchard, Cay Francis, 12 days, with sugar to Brett, Son & Co. Had strong NW gales; been 3 days north of Hatteras. The M W B is anchored on the bar.

Brig Moses Rogers, Woodruff, Messina Jan 1, with fruit to Lawrence Giles & Co—vessel to Isaac Hall. Took the Middle Passage and had heavy westerly gales throughout the passage; no date, lat 31, lon 54, spoke brig H B James, from Liverpool, NS, for Demerara; lat 35, lon 73, bark Tropic Bird, from Sierra Leone for Boston, 56 days out, who kindly supplied us with provisions.

Brig Fidelia (of Bangor), White, Messina 71 days, and Gibraltar Feb 8, with fruit, to J E Develin & Co; vessel to Miller & Houghton. Had light southerly winds, with heavy NW swell; been 8 days north of Bermuda. March 27, lat 35, lon 68, saw a vessel's house painted, blue and white pannels and brown top, apparently but a short time in the water.

Brig Emelia Celestina (Ital), Arnodeo, Naples 74 days, with fruit to Funch, Edye & Co. Passed Gibraltar Feb 2; had heavy westerly gales; been 14 days N of Bermuda.

Brig Lina (Swe), Waterna, Malaga Jan 5, with fruit to order.

Brig Lilly (Br), Ryan, Mayaguez, PR, 20 days, with sugar, to C B Swain & Son. Had heavy weather; been 6 days north of Hatteras. March 27, no lat, lon 73 45, spoke bark Reunion, from Montevideo for Boston, 53 days out.

Brig Gosey (Dan), Munroe, St Croix, 17 days, with sugar, &c, to P Hanford & Co. Been 6 days north of Hatteras, with heavy NW gales. Left in port bark Carib, for New York; waiting schr Lizzie Ives, do.

Brig Pepito (Sp), Zaragoza, Cienfuegos, 21 days, with molasses, to Brugerie & Avalia. Had heavy weather; lost and split sails.

Brig Peter and John (Br), McLoughlin, Cardenas, 10 days, with sugar, to Youngs, Smith & Co—vessel to S L Merchant. Had fine weather to April 1, then took a heavy NW gale, in which split sails.

Brig Herman (of Stockton), Hickman, Cardenas 10 days, with sugar to Simon de Visser—vessel to Carver & Barnes. Had some heavy weather; been 3 days north of Hatteras.

Brig Minnie Traub (of Philadelphia), Thompson, Matanzas 12 days, with sugar to order—vessel to master. Had heavy weather; lost and split sails, shifted cargo between decks and had the cabin filled with water; been 4 days north of Hatteras.

Brig Giles Loring (of Yarmouth, Me), Pinkham, Lagua, 9 days, with sugar, to Brett, Son & Co; had moderate weather.

Schr Lizzie Lee (of Lamoir), Stubbs, Belize Hon, 16 days, with logwood, &c, to J Leaycraft & Co—vessel to L G Staples & Co. Had fine weather.

Schr Annie Powers (of Orland), Sparks, Martinique 20 days, with sugar to A N Thuries; vessel to B J Weinberg. Had fine weather to lat 30; from thence heavy NW gales; was 5 days north of Hatteras.

Schr J K Lawrence, Torrey, Jeremie 11 days, with coffee, &c, to A Van Rocklin—vessel to B J Weinberg. Had fine weather; March 27, lat 31, lon 75, saw ship Minnie Scofield, steering ENE; left no American vessels in port.

Schr Omaha (of Hancock), Foster, Cape Haytien 26 days, with coffee to