DIRE DISASTER.

Terrible Explosion in Liberty Street.

A FURIOUS FIRE.

TWENTY-THREE PERSONS INJURED.

SCENES IN THE CITY

List of the Wounded, Their Injuries and the Disposition Made of Them.

At a quarter to seven o'clock yesterday morning a fire broke out in the chemical manufacturing establishment of George A. Erkenbrach, No. 18 Liberty street. The fire was discovered by the policeman on duty in the street to have started on the first floor. He gave an alarm, and in a few minutes four engines (Nos. 4, 6, 32 and 29) and three trucks (Nos. 1, 8 and 10) were on the spot. The hose was attached to the hydrants, and in an incredibly short space of time several streams of water were playing upon the building. Notwithstanding this the flames spread rapidly, and in a short time the entire lower part of the house was

WRAPPED IN FIRE.

The firemen worked unceasingly, and a spirit of daring seemed to have taken possession of them that is seldom seen on such occasions. They dashed into the burning building, rushed into all the rooms where the fire appeared to be the fiercest, and drove torrents of water into almost every nook and corner. The people employed about the place had not arrived at the time the fire broke out, and consequently the firemen had the matter all to themselves. This can only be regarded as a dreadful misfortune; for, had the clerks and others who usually worked in the place been on the spot the firemen would have been informed of the dangers they were exposed to, and no doubt nothing like the damage that afterwards was done would have occurred. While the men were swarming in the building, using every means in their power and knowledge to stop the further progress of the flames,

A TREMENDOUS EXPLOSION

occurred, and in an instant a number of men were covered with a burning fluid that stung like daggers. The first burst of the pent-up element of destruction was soon followed by another and another, until it sounded as if Pandemonium were let loose within the house. The shrieks and cries of the wounded men were terrible to hear, as they rushed from the flames into the air, seeking in vain some relief from the sudden suffering. Legs, arms, heads, feet, and, in fact, all parts of the bodies of the victims, were blistered, charred and burned by the biting liquid. For a considerable time these ringing reports of the bursting bottles of acids kept on spreading the mad fluid in all directions and scattering it over the toiling firemen; but the uninjured ones continued to work on steadily, and seemed to take no notice of the danger all around them. Like the cracking of rifles the explosion sounded at a distance, and each report was answered by a wild shout of agony that was heartrending to listen to. Very soon after the fire broke out

AN IMMENSE CONCOURSE OF PEOPLE

gathered in the street, and when the explosions were taking place and the wounded men were brought into the street everybody in the crowd seemed to shrink, as if each felt himself to some degree the awful agony of the poor firemen. The police, who were on the spot almost as soon as the alarm was given, did all in their power to keep back the people from the burning building, but so strong was the desire to render some assistance to the firemen that the work of the police was very difficult. When it was discovered that the heat of the flames in the building was causing the huge bottles of nitrous ether to explode, and that the firemen were being injured, a corps of assistance, composed of citizens and police, was formed, and everything that possibly could be performed was done for the sufferers. Many of them were removed to the Centre Street Hospital, and several were taken to stores in the neighborhood, where such temporary relief as was at hand was administered to them. The police in the vicinity of the fire conducted themselves in a most creditable manner and did signal service in keeping back the surging crowds. But for their prompt action a number of girls, who were passing at the time of the explosions, would have been terribly mangled. The scene at the Centre Street Hospital while the men were being brought in was agonizing in the extreme. Every bed in the place was taken up by the poor fellows, and they seemed to be doing all in their power to make as light as possible of their injuries. The medical force of the institution exerted all their efforts for the men, and everything that could be was done to alleviate their sufferings. In an almost incredibly short short space of time the news of the explosion had spread and the friends of the firemen crowded around the hospital, each one anxious to find out who was hurt. Old and young women, brothers, fathers, hung around the hospital,

IMPLORING FOR INFORMATION

about the wounded men. Of course it was impossible for a long time to give them anything like definite information, as the names or the exact nature of the injuries of the men could not be definitely ascertained. The flames from the burning building cut into the premises of Messrs. F. Schnelchel & Meusing, of 20 Liberty street, and caused a damage of about three hundred dollars to that building. It is thought the fire originated in the restaurant of Mr. Franz Winter, in the basement of No. 18, and was caused by putting kerosene oil on some coals to light the fire. The insurance on the stock of George A. Erkenbrack is $10,000, in various companies. As soon as the flames were subdued and all the injured parties had received what assistance could be given them the Fire Marshal held an investigation into the cause of the disaster, and the following testimony was taken:—

City and County of New York, ss:—Charles Bauldan, being sworn, says:—I live in Brooklyn, and am employed in the basement of No. 18 Liberty street; I got there at six o'clock this morning, cleaned up and swept out; my uncle, Mr. Franz Winter, 50 Bond street, is the proprietor; he came about a quaters of seven; a few minutes after that something began to run through the ceiling and drop on the floor; we got some pans to catch it in; do not know what the stuff was; it had a peculiar smell and had a reddish color, like brandy; have had stuff run through from this place before, but it was different from this, and shortly after it began to run through we saw a little smoke come through the ceiling at the same point where the stuff came through;

WE WENT UP STAIRS

to the front door of the store to see what the matter was, and found the place locked up; I did not give any alarm of fire; went back down stairs, and very soon there was an explosion that shook the building, and fire came through the ceiling; myself, my uncle and a girl who works for us were in our place at the time of the explosion, and we ran out; my uncle and the girl were considerably burned; the place where the stuff came through the ceiling was about midway between the front and rear end of the store, and a little west of the centre; our fire is on the west side, at the rear end, about eighteen or twenty feet from where the stuff came through; The girl kindled a fire some five or ten minutes before this stuff began to run through; we do not have any kerosene in our place.

The next witness examined was Kate Browne. Her statement was as follows:—I live at 57 Essex street; I worked for Mr. Winter; I got there this morning at half-past six o'clock; Charley, Mr. Winter's nephew, was there; I made a fire and had it already made when Mr. Winter arrived; he sat in the saloon reading the paper; the waiter was there too, and I was in the kitchen when, this stuff came running down through the ceiling into the saloon; Mr. Winter called to me to bring tubs to catch it in; it poured down for ten or fifteen minutes; did not see it running anywhere except in the saloon, where we put the tubs; the stuff made an awful smell; when the flames broke out I was in the saloon gathering up my wash, when all at once the whole place was on fire; Mr. Winter called to me to hurry out, and he ran out ahead of me;

I WAS BURNED

while going up stairs to the street; Charley was in the back yard at the time; don't know of any of the stuff running down in my office; did not light any fire after the stuff began to pour down; did not light a match for any purpose; I lighted my fire ten or fifteen minutes before Mr. Winter discovered the stuff running down; I did not hear any explosion, and have not seen Charley since the fire; I went to the hospital after the fire; some one asked me about the fire; do not remember telling anybody that some of this stuff ran down in my range, and that I struck a match, and that immediately the whole place was on fire; none of the stuff came down in the kitchen to my knowledge; there was a gaslight burning in the saloon near where the stuff ran down in the kitchen; we had no kerosene in the place; never used any such thing in making a fire.

It is the opinion of the Fire Marshal that the fire was caused from some of the liquid or the vapor caused by it igniting from the gas jet that was burning in the saloon at the time.

The following is a correct list of the persons injured, the engine companies to which they were attached, the extent of their injuries and how they were finally disposed of:—

William Klein, fireman, of Engine Company No. 4, seriously injured, and sent to Bellevue Hospital.

Dennis Regan, Foreman, of No. 6 Engine, said to be fatally injured. Sent to the Bellevue Hospital.

District Engineer James H. Munroe, fatally burned. Taken home by friends to 157 Franklin street.

Francis Murray, fireman, of Engine Company No. 4, seriously injured, and sent to Bellevue Hospital.

John W. Regan, fireman No. 6 Engine, received slight injuries and went home.

John Macnamara, of Hook and Ladder Company No. 10, received injuries from which he cannot recover. He was sent to Bellevue Hospital.

John Hillis, fireman, of Engine Company No. 4, was only slightly injured. He went home.

John Battersby, of Engine Company No. 6, was slightly injured, and went home.

John Harris, Assistant Foreman of Engine Company No. 4, was sent to Bellevue Hospital; seriously injured.

Edward Burke, Foreman of Engine Company No. 4, was dangerously burned, and sent to Bellevue Hospital.

James Hunter, of No. 8, Truck, had his arm broken by some flying pieces of wood. He was sent home.

Thomas J. Cortissos, fireman of No. 6 Engine Company, was very seriously injured and sent to Bellevue Hospital.

James H. Heeney, Assistant Foreman of No. 10 Hook and Ladder Company, was only slightly injured. He went home.

Patrick Callaghan, of the same company, went home, slightly injured.

John Finn, of No. 1 truck, jumped out of the second story window and sprained his wrist. His injuries were attended to at the Park Hospital and he went home.

Patrick Donohoe, fireman of Engine Company No. 4, slightly injured. Went home.

Thomas M. Flynn, fireman of Engine Company No. 4, badly burned. Sent to Bellevue Hospital.

John Donohue, fireman No. 6 engine, was slightly injured and sent home.

Frank Winter was dangerously burned, and was sent home in a carriage to No. 80 Bond street.

George W. Smith, foreman Engine Company No. 4, slightly injured and was sent home.

Louis Eclemp, No. 10 truck, was slightly injured and sent home.

James Schwab, No. 10 truck, slightly injured and sent home.

The excitement throughout the city was intense. Crowds of anxious relatives surrounded both Bellevue and the Park hospitals, and the distress of the poor people whose friends were hurt was painful to behold. One old lady, whose son was lying in Bellevue and whose only support he was, seemed to have lost all control of her mind at the picture of her lonely home without the much-loved son. Similar scenes were to be witnessed at the Centre Street Hospital, and, counting upon the probable results, the disaster is undoubtedly the most melancholy that has occurred for a long time in New York. The city is justly proud of its fire department, and that the men who compose such a model institution should be so

TERRIBLY MANGLED

is a source of general grief indeed. The damage done to the building, which was the property of A. M. Lyons, who is in Europe, amounts to about $500. Franz Winter, restaurant keeper, sustained a loss of $1,000. He was insured for $2,000. Erkenbarck & Co. were injured to the extent of $5,000. H. C. Pratorius, liquor dealer, second floor, rear, lost goods valued at $300. Other losses are estimated at $500. The Fire Marshal will hold a further investigation into the matter on Monday.

TERRIFIC EXPLOSION IN SAN FRANCISCO.

SAN FRANCISCO, June 22, 1872.

This city was shaken last evening by a tremendous explosion of 1,500 pounds of nitro-glycerine in the California Powder Works, a frame building near Laguna Houda, four miles distant from the City Hall. Six buildings were wrecked. A hole twelve feet deep and 125 feet in circumference was made in the ground by the explosion. No person was injured.

A fire broke out, about two o'clock yesterday morning, in a restaurant on the lower floor of No. 12 South Water street, Chicago. As several men entered the burning building the gas meter exploded. David Donnelly and J. Patterson were burned to death, and three other patrolmen were badly but not fatally injured.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	4 29	Moon rises	eve 10 16
Sun sets	7 34	High water	morn 10 12

OCEAN STEAMERS.

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

Steamers.	*Sails.*	*Destination.*	*Office.*
Idaho	June 26	Liverpool	29 Broadway.
City of New York	June 27	Liverpool	15 Broadway.
Republic	June 29	Liverpool	19 Broadway.
Washington	June 29	Havre	58 Broadway.
Deutschland	June 29	Bremen	2 Bowling Green
City of Paris	June 29	Liverpool	15 Broadway.
India	June 29	Glasgow	7 Bowling Green
Hansa	July 2	Bremen	2 Bowling Green
Manhattan	July 3	Liverpool	29 Broadway.
Tinnacria	July 3	Glasgow	7 Bowling Green
City of Limerick	July 4	Liverpool	15 Broadway.
Baltic	July 6	Liverpool	19 Broadway.
California	July 6	Glasgow	7 Bowling Green
Ville de Paris	July 13	Havre	58 Broadway.

PORT OF NEW YORK, JUNE 22, 1872.

CLEARED.

Steamship City of Brussels (Br), Brooks, Liverpool via Queenstown—John G Dale.
Steamship Oceanic (Br), Thompson, Liverpool via Queenstown—J Hyde Sparks.
Steamship Parthia (Br), Watson, Liverpool via Queenstown—C G Francklyn.
Steamship Rhein (NG), Meyer, Bremen via Southampton—Oelrichs & Co.
Steamship Allemannia (NG), Brandt, Southampton—Kunhardt & Co.
Steamship North America, Slocum, Rio Janeiro, &c—W R Garrison.
Steamship San Francisco, Reynolds, Hamilton, Ber—W H Webb.
Steamship Clyde, Kennedy, Galveston via Key West—C H Mallory & Co.
Steamship George Cromwell, Clapp, New Orleans—H B Cromwell & Co.
Steamship Sherman, Halsey, New Orleans—Master.
Steamship Ashland, Moore, Fernandina—Jas Hand.
Steamship Gen Barnes, Mallory, Savannah—Livingston, Fox & Co.
Steamship James Adger, Lockwood, Charleston—H R Morgan & Co.
Steamship Old Dominion, Bourne, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship E C Knight, Johnson, Georgetown, DC—G B Merrick.
Steamship Fanita, Doane, Philadelphia—Lorillard Steamship Co.
Steamship Neptune, Baker, Boston—H F Dimock.
Steamship Norwich, Brooks, Boston—Arthur Starbuck.
Ship Minnehaha (Br), McGrath, Londonderry—G J Knox & Co.
Ship Lennie (Br), Horton, Quebec—Boyd & Hincken.
Bark Kong Oscar (Nor), Jensen, London—Funch, Edye & Co.
Bark Luciana Serro (Ital), Cacace, Penarth Roads—Funch, Edye & Co.
Bark Ann & Mary (Br), Peterson, Penarth Roads for orders—A Lindsay.
Bark Nazzarina (Ital), Lauro, Bristol—Funch, Edye & Co.
Bark Jena (Ital), Bianchi, Bristol—E E Morgan's Sons.
Bark Imogene (Br), Dunn, Whitehaven—Bowring & Archibald.
Bark Grad Senj (Aust), Schenautz, Cork or Falmouth—Slocovich & Co.
Bark Abraham (Aust), Morena, Queenstown for orders—Slocovich & Co.
Bark American Eagle, McKay, Malaga—Jas Henry.
Bark Helen Angier, Staples, Buenos Ayres—Jno Norton, Jr, & Sons.
Bark Charlotte Geddie (Br), McKenzie, Picton, NS—D McCoil.
Brig Mathilde (NG), Kolln, Rostock—C Tobias & Co.
Brig A B Patterson (Br), Anderson, Laguayra and Porto Cabello—Dallett Bros.
Brig D Trowbridge, Rogers, Mayaguez—D Trowbridge & Co.
Brig M A Chase, Dolan, Cardenas—Miller & Houghton.
Brig Excelsior (Br), Mayer, Hamilton—D McCoil.
Brig Acadia (Br), Ganion, Sydney, CB—Hatton, Watson & Co.
Briq Dominion (Br), White, Halifax—J F Whitney & Co.
Brig Annie (Br), Nugent, St John, NB—D R DeWolf & Co.
Brig Quaco (Br), Mesher, St John, NB—P I Nevins & Son.
Brig Angelia, Bray, Port Royal—Simpson, Clapp & Co.
Brig Ambrose Light, Higgins, Wilmington, NC—Miller & Houghton.
Brig Industry (Br), Gifford, Richmond, Va—G F Bulley.
Schr Frank Trout, Staples, St Jago—Jas E Ward & Co.
Schr Day Star (Br), Davidson, Wolfville—D R DeWolf & Co.
Schr Fannie Keating, Kane, Galveston—E M Stackpole.
Schr D H Bisbee, Anderson, Key West—Miller & Houghton.
Schr H T Potter, Anderson, Washington, DC—Bentley, Miller & Co.
Schr R S Warren, Johnson, Boston—B J Wenberg.
Schr Rattler, Newcomb, Boston—B J Wenberg.
Schr Mary A Hyer, Scull, Providence—Rackett & Bro.
Schr Treasure, Taylor, Providence—H W Jackson & Co.
Schr Franklin, Vail, Norwich—Rackett & Bro.
Schr A Wilson Hill, New Haven—Petty & Maur.
Steamer J Thomson, Moore, Baltimore.
Steamer Concord, Norman, Philadelphia.
Steamer Philadelphia, Davis, Philadelphia.
Steamer Bristol, Wallace, Philadelphia.
Steamer Fannie, Fenton, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Calabria (Br), McMickan, Liverpool, June 11, and Queenstown, 12th, with mdse and 438 passengers to C G Francklyn. June 18, lat 51 09, lon 13, passed steamship City of New York, from Liverpool for New York, with loss of maintopsail yard; 19th, lat 49 32, lon 29 57, ship Ben Nevis, hence for Glasgow; 16th, lat 48 08, lon 33 34, steamship Spain, hence for Liverpool, with only one engine working; 17th, lat 45 40, lon 41 26, a Guion steamer bound East; 19th, lat 43 03, lon 54 08, ship Marcia Greenleaf, from Liverpool for Boston; 21st, lat 41 39, lon 65 25, a Guion steamer bound East.

Steamship Deutschland (NG), Noynalsen, Bremen June 8, Southampton June 11, passed the Needles same date at 5 PM, with mdse and 729 passengers to Oelrichs & Co. Experienced very rough weather and several hard gales from W and NW to the Banks, from thence fine weather and light, variable winds and fog; on June 13, in lat 41 25 N, lon 58 31 W, passed ship Runnymede (Br), bound east; on June 21, in lat 40 53 N, lon 68 1 W, passed steamer City of Bristol, hence for Liverpool.

Steamship Equator, McLellan, Jacmel June 8, Aux Cayes 9th, Port au Prince 11th, St Marc 13 and Gonaives 15th, with mails, coffee, cotton, &c, and passengers to F W Keutzen. June 20, lat 34 36, lon 74 5, passed bark Carleton, from Glasgow for Philadelphia; 21st, lat 38 02, lon 74 05, schr Margaret R Sampson bound North.

Steamship Gen Meade, Sampson, New Orleans June 15, with mdse and 28 passengers, to Frederic Baker. June 21 spoke bark "LaMalfi" (Sard), from Cadiz for New York.

Steamship Cortes, Whitman, New Orleans June 15, with mdse and 27 passengers to H B Cromwell & Co.

Steamship South Carolina, Becket, Charleston June 18, with mdse and passengers to H R Morgan & Co.

Bark Araldo Mattutino (Aust), Suttora, Shields 42 days, with mdse to S L Merchant & Co. Took the northern passage and had fine weather; has been 19 days W of the Banks.

Bark Templar (Br), Crosby, Cardiff 38 days, with railway iron to order; vessel to J W Elwell & Co. Made the northern passage and had light winds, with dense fog; has been 20 days W of the Banks.

Bark W E Anderson, Brandt, Havana 11 days, with sugar and melado to James E Ward & Co. Had light easterly and northerly winds the entire passage; 13th inst off Cape Fear spoke bark Sarah E Frazier, from Cardenas for Baltimore.

Bark Orient, Powers, Cardenas 15 days, with sugar and molasses to Moller & Bastion; vessel to Borland, Dearborn & Co.

Brig Fride (Ital), Maresca, Tarragona 60 days, with wine to M Lienan & Co; vessel to master. Took the southern passage and had variable weather; has been 10 days W of Bermuda.

Schr Nellie Carr (of Bangor), Lansil, Demarara 22 days, with sugar to Morton, Bliss & Co; vessel to master. Had light winds and calms; has been 6 days north of Hatteras.

Schr Azelda & Laura, McIndoe, Baracoa 9 days, with fruit to B J Wenberg.

Schr Harry Bluff, Benson, Baracoa 8 days, with fruit to E Ping & Co; vessel to B J Wenberg.

Schr Azelda & Laura (of Georgetown, Me), McIndoe, Baracoa 8 days, with fruit to James Douglas; vessel to B J Wenberg.

Schr A L Fitch, Yates, Rockport, Texas, 22 days, with bones, &c, to H C Sprague & Co; vessel to J S Ingraham.

Schr Nellie Crowell, Crowell, Indianola 16 days, with hides and cotton to order; vessel to Evans, Ball & Co. Had fine weather.

Schr G L Hoyt, Lippincott, Virginia.
Schr Maria Pierson, Grant, Alexandria.
Schr H A Hoyt, Cranmer, Alexandria.
Schr W H Atwater, Parker, Alexandria for New Haven.
Schr W H Kenzel, Soper, Georgetown, DC.
Schr A H Leaning, Brower, Georgetown, DC.
Schr William Collyer, Taylor, Philadelphia for Providence.
Schr Reno, Foster, Machias 10 days, with lumber to F Talbot & Co.
Schr Adrian, Hunt, Rockland, Me, with lime to order.
The ship Livingston (Br), McMullen, from Liverpool, which arrived 21st, is consigned to E E Morgan's Sons. Reports made the northern passage, and had moderate weather; was 20 days west of the Banks; June 6, lat 41 53, lon 61 12, fell in with the brig John (Nor), waterlogged and abandoned, before reported; same date, lat 41 53, lon 55, passed bark Dulsimer (Br), steering east.
The bark Wm Van Name, which arrived 21st, is consigned to Hand & Swan.

Passed Through Hell Gate.

BOUND SOUTH.

Schr Spartell, Smith, Windsor 8 days, with plaster to Jed Frye & Co.
Schr Scio, Smith, Windsor, NS, for New York, 10 days, with plaster to Crandall, Berteaux & Co.
Schr Wm R Sheppard, Lylle, Portland for New York, with lumber to order.
Schr Wm McLeon, Duncan, Rockland for New York, with lime to J R Browne.
Schr Modesty, Weaver, Portland for New York, with lumber to Simpson & Clapp.
Schr Richard Morrell, Ferris, Greenwich for New York, with stone to order.
Schr Fannie Elder, Rich, Bridgeport for New York.
Schr Transit, Norton, Greenport for New York.
Sch Boston, Andrews, Port Johnson for New York.
Schr Helen Mar, Duncan, Providence for New York.
Schr Wm Young, Perry, Port Jefferson for New York.
Schr Wm Voorhies, Voorhies, Providence for Haverstraw.
Schr R M Daly, Clark, New London for New York.
Schr Helen, Perry, Providence for New York.
Schr Nora, Driscell, Greenport for New York.
Schr Starlight, Blatchford, New Haven for New York.
Schr Uncania, Fall River for New York.
Schr Little David, Blue, Norwalk for New York.
Schr Reading RR No 49, Taylor, Salem for New York.
Schr R H Wilson, Wilson, Providence for New York.
Schr L LeCloskey, Crowell, Boston for Philadelphia.
Schr Reading RR No 28, Carroll, Norwich for New York.
Schr G L Hunting, Boston for New York.
Schr John R McFee, Chase, Norwich for New York.
Schr Mail, Mead, Greenwich for New York, with stone to order.
Schr James Wooten, Young, Providence for New York.
Schr James Phelps, Rockwell, Connecticut River for New York.
Schr Wm Phelps, Menkin, Fall River for New York.
Schr S L Buckingham, Hamilton, Portland for New York, with stone to order.
Schr Anadir, Crawley, Jonesport for New York.
Schr Mary Ann Predmore, Hart, Providence for New York.
Schr Almon Bacon, Providence for New York.
Schr Hattie P Collins, Tribble, New London for New York.
Schr Frank Walter, Foster, New Haven for New York.
Scnr Sarah Maria, Curry, Glen Cove for New York.
Schr Charles Wright, Wright, Glen Cove for New York.
Schr Pennsylvania.

BOUND EAST.

Steamship Nereus, Bearse, New York for Boston.
Steamship Norwich, Hines, New York for Salem.
Brig Chalice (Br), Liskeu, New York for St Johns, NF.
Brig S P Smith, Dodge, Rondout for Portsmouth.
Schr Hannah, Connor, Hoboken for Taunton.
Schr Silas McLoon, Spears, Rondout for Salem.
Schr C S Young, Richards, New York for Boston.
Schr Sarah Purves, Lyles, Elizabethport for Providence.
Schr Ida Ellen, Mullen, Port Johnson for Newport.
Schr Mercer, Wasson, Elizabethport for Bridgeport.
Schr Cornelia, Shelburne, Elizabethport for Fall River.
Schr Reading RR No 49, Port Johnson for Stonington.
Schr Benj English, Chase, Rondout for Boston.
Schr Petrel, Thompson, Fernandina for New Haven.
Schr W E Barnes, York, New York for Bangor.
Schr Tantamount, Pendleton, Hoboken for Providence.
Schr Alert, Hulse, New York for Rockport.
Schr David Russell, Townsend, New York for Saybrook.
Schr E Duffield, Rayner, New York for Greenport.
Schr Franklin, Bayley, New York for Norwich.
Steamer Doris, Young, New York for Providence.
Steamer Galatea, Nye, New York for Providence.

BELOW.

Bark Jenny (Rus), Bjorkquist, 56 days from Newcastle (by pilot) boat Abraham Leggett, No 4).

SAILED.

Steamships Oceanic, City of Brussels and Parthia, for Liverpool; Rhein, Bremen; Anglia, Glasgow; Allemannia, Hamburg; San Francisco, Bermuda; Clyde, Key West and Galveston; Sherman and Geo Cromwell, New Orleans; Gen Barnes, Savannah; Jas Adger, Charleston; Old Dominion, Richmond, &c; E C Knight, Georgetown, DC.

The following vessels sailed from this port during the past week:—

June 15—Barks Urda, Voyageur, Bursting Whale, Ironsides, Neptune; brigs Hunter, Aglaia, Sufferish.

16th—Barks Caroline, Maydowen.

17th—Ships Nenvo Raider, Sir Robert Peel; barks Erna, Entella, Smyrniote, Gessnar, Wm Gynther, Luigi Russo, Windward, Snowden, King Karl, Friedness, Amykos, S A Dudnam, L M Long, Amelia Hedwig; brigs Flora, S L Hall.

18th—Ship Hamilton Fish; barks Albany, Polykops, Edina; brigs Aiolo, Express, Maria & Sophia, Reaper; schrs Annie Whiting, Gersh Banker, Rosalie.

19th—Ships Southern Cross, Benvenue, Trimountain, Forest Chief; barks Ann & Alice, Allemania, Hattie M, Daheino, Fordenokiold, Eidsvold, Ranrak, Abel; brigs Fanny, Oriana, Stella, Princess Beatrice, Sissatt, Fawn, Lile Houghton, Vinetia, Annie Larsen, Forsoget; schr Star Peace.

20th—Ships Fawn, Stratheani; barks Bendetta, Arequipa, Dubrovackie, Bessie, Gerda, Alaska, Concezirne, Johannes Rod, Ensign; brig Creoli.

21st—Steamship Dorian; ships Geologist, Cyclone; barks Victoria, Norsk Flag, Albatross, Hugin, Elba, Jane Adeline, Fannie; brig Emily.

22d—Ship Liverpool.

Wind at sunset NE, light.

Shipping Notes.

Business on the dry docks still continues dull, and present indications are that it will remain so for some time to come.

Steamer Eastern Queen, 881 tons, owned by Messrs C & R Poillon, was lowered from the large sectional dock, foot of Rutgers street, on Wednesday, after putting in new garboard streak. Messrs C H Mallory & Co's bark Galveston, 622 tons, followed for the purpose of being stripped, calked and remetalled. She was lowered on Friday, and the dock is now occupied by ship Gen Butler, 1024 tons, recently purchased by Messrs F Talbot & Co, of this city, from Eastern parties. She is being stripped, calked and remetalled.

From the small dock adjoining, brig Moses Rogers, 383 tons, was lowered on Wednesday, after patching metal and calking garboard.

Bark Carrie E Long, 548 tons, of stockton, Me, was lowered 15th inst from the sectional dock foot of Clinton street, after patching metal, and was followed by brig Clarabelle, 225 tons, of Gouldsboro, Me, to strip, calk and remetal. Bark Imogene (Br), 332 tons, was then taken up and calked topsides. Ship John Bryant, 861 tons, owned by Messrs Geo Howes & Co, now occupies the dock, to be stripped, calked and remetalled.

The Atlantic Mail steamship Crescent City was lowered from the mammoth sectional dock at Hoboken on Tuesday, after extensive repairs, and was followed by steamship Geo Cromwell, 979 tons, of Messrs H B Cromwell & Co's New Orleans line, to paint bottom. She was lowered on Thursday, and the steamship South Carolina, 1650 tons, of the Charleston line, is now on for painting.

Steamship San Salvador, 971 tons, of the Savannah line, is on the large balance dock, foot of Pike street, for painting.

On the smaller balance dock adjoining there have been during the week propeller Artesan, 538 tons, to adjust rudder and paint; steamer G T Olipbant, to calk bottom, and steamer Albemarle, 871 tons, of the Old Dominion line, to strip, calk and paint.

Messrs O'Connell & Co have had out during the week, at their Erie Basin sectional dock, propeller P F Brady, elevator Mary Jane and schooner Grand Criterion, all to calk and paint; brig Stella (Br), 445 tons, to patch metal and put in new keel; steamer Blackbird, for examination; yacht Resolute, to paint; brig Mary, to patch metal, and revenue steamer Jasmine, for repairs of a general nature.

Brig L L Wadsworth, 295 tons, of Pembroke, Me, was lowered from the large screw dock, foot of Market street, on Wednesday, after having been stripped, calked and remetalled.

The central screw dock adjoining has been occupied during the week by schooner Early Bird, 53 tons, to paint; yacht Halcyon, to clean bottom, and brig Eastern Star, 238 tons, of New Haven, now on, being thoroughly rebuilt.

On the small dock have been pilot boats Mary A Catherine, Geo W Blunt, and E F Williams, and schooner Isaac Rich, all to clean and paint bottom. The steam yacht New Amsterdam is now on this dock for cleaning and painting.

The People's dry dock, foot of Gouverneur street, has been occupied by the steamtug W E Cheney, to be rebuilt.

Messrs Merritt & Sparks have had on their dock adjoining steamtug Dayspring and schooner Speculator, to paint, and steamtug Olive Baker, to adjust wheel.

Marine Disasters.

SHIP GOLDEN HIND (of Boston), Robbins, from New York Feb 10 for San Francisco, put into Montevideo April 18 to obtain a supply of water, and proceeded on the 19th. The report that she was in distress was incorrect.

BARQ NAPIER (Br), Hudson, sailed from Fernandina, Fla, Feb 10, for Liverpool, and has not since been heard from. The N was 263 tons, built at Miramichi in 1868, and hailed from Liverpool.

SCHR W H MEYER, at San Francisco June 13 from Utsalady via Port Angelos, reports, May 23, 1:30 AM, during a dense fog and just tacking ship, vessel struck and grounded on the beach at Angelos Point, where she remained until the evening of the 24th, when she was towed off and taken to Port Angelos by the US revenue cutter Lincoln; was compelled to throw overboard deckload of lumber to lighten the vessel; she appears to be but slightly damaged, and makes no water.

LOSS OF THE TRIPOLI—The Board of Trade inquiry into the loss of the Cunard steamer Tripoli on the Tuskar Rock on the 17th of May was concluded yesterday at Liverpool, when the President of the Court, Mr Raffles, delivered judgment. He said the Court was of opinion that the casualty resulted from rounding the Tuskar too closely. Capt Barr excused himself on the ground of the state of the atmosphere, which, he said, misled him in his estimate of his distances from the Tuskar. But if the state of the atmosphere was such that he could not see Carnsore Point distinctly, so as take a reliable cross-bearing by which to avoid the well known danger ahead, he should have given the Tuskar a wider berth. A reference to the chart would show that at the time he altered his course to west and by south he could not have been more than half a mile, instead of a mile and three-quarters, from the Tuskar, as the event proved. For thus navigating his vessel so closely to a well-known danger, when, according to his own statement, he could not clearly ascertain his position, the Court pronounced Capt Barr in default and suspended his certificate for six months.—London Times, June 7.

ALGOA BAY, April 30—A further sale of sugar and hemp, more or less damaged by sea water and unmerchantable, landed ex distressed ship Fred Warren, was held on the 25th inst.

EASTPORT, June 19—Schr Restless, of Gloucester, reported ashore last week on Spruce Island, came off with slight damage. She has sailed for Gloucester to be repaired.

MOSSEL BAY, May 2—The Susan Pardew, Davis, from Algoa Bay for Montreal, was wrecked April 26, at the mouth of the Great Brakke River; she had taken in part of her cargo of wool, about 1,180 bales, at Algoa Bay, and was filling up at this port, having taken on board here about 375 bales, when she parted from two anchors, slipped a third near the shore and beat out of the bay; during the night she parted her two remaining anchors, drifted ashore, and has become a total wreck; crew saved; whatever cargo may be saved will be in a damaged state.

ROCKLAND, June 19—The wrecked steamer Emperor has been sold by order of the underwriters to Capt C B Sanford, for $2000.

Melbourne journals of the 24th of April state that a large ship, supposed to be the Queen of the East, from California for Newcastle, had been totally wrecked on an unknown reef. The disaster occurred on the 18th of April. The captain and crew reached Clarence Heads in safety.

Miscellaneous.

The purser of the steamship South Carolina, from Charleston, has our thanks for favors.

SHIP GEN BUTLER, 1223 tons, built in 1862, at Bath, Me, has been sold at this port on private terms. Messrs F Talbot & Co were the purchasers.

LAUNCHED.—The three-masted, centreboard schr Annie L McKeen, of 298 tons, before noticed, was successfully launched from Carter's yard on Tuesday. She is owned by M W Drew, of Jacksonville; C B Hazeltine, N F Houston, Frederick Brothers and others of Belfast, and by Captain A S McKeen, who will command her. She is intended for the Southern coasting trade. The launch took place at nine o'clock in the evening, and afforded the spectators the novel sight of a launch by moonlight.

At Bath, Me, June 20, by Goss & Sawyer, a fine three-masted schooner, of about 200 tons, named the Douglas Haynes. She is owned by the Kennebec Land and Lumber Company, the builders and others, and is to be commanded by Captain Nason, late of the schr C W Dexter.

The new schr which is being completed at the shipyard of Joseph Oakes & Son, of Brewer, has been named the Maria Adelaide, is a vessel of 123.50 tons burden, and will be launched either on Saturday or Monday. Capt Charles Hinks will command her.

Whalemen.

Schr N J Knights, Freeman, of Provincetown, was at St Lucia May 11, with 160 bbls hmpbk oil.

Spoken.

Bark Diana (Br), Davis, from New York for Cape Town, April 26, lat 0 48 S, lon 21 46 W.

Brig S L Hall (Br), Davis, from New York for Cow Bay, CB, June 20, lat 41, lon 68 (by pilot boat Abraham Leggett, No 4).

Schr J O Friend, June 4, off Georges, fishing.

Schr Harry Lee, from a Northern port for Pensacola, June 19, lat 39 3, lon 74 27.

Foreign Ports.

ARDROSSAN, June 7—Sailed, Svea, Norrup, New York.

ANTWERP, June 7—Arrived, Glenevis, Cummings, New York.

Sailed 8th, Lisbon, Dunning, Philadelphia.

In port 6th, steamer Selica, Van der Heyden, for New York 20th; ships Ida Lilly, Otis, for Boston immediately; Ville de Anvers, Van Coppenholle, for do do; Westmoreland, Heron, and Lisbon, Dunning, for Philadelphia do; Turnundu, Underwood, for Valparaiso do; barks Margaret S Wier, Kitchin, for Boston do; Frank Lovitt, Smith, for New York do; Emma Ives, Waters, for Quebec do.

ADELAIDE, April 4—Arrived, Ardentinney, Cargill, New York.

ALGOA BAY, April 3—Sailed, Star of Devon, Gorley, New York.

BARROW-IN-FURNESS, June 8—Sailed, Hildegard, Marck, New York.

BREMERHAVEN, June 6—Arrived, Main (s), Oterendorp, New York.

BRISTOL (Pill), June 10—Arrived, Arragon (s), Western, New York.

BEMBRIDGE, June 8—Off the Wight, Pacific, from Callao for Hamburg; 9th, Inca, Windhurst, from New York for Bremen.

BARCELONA, June 5—Arrived, Ataulfo, Font, New Orleans.

CARDIFF, June 8—Sailed, Olaf Kyrre, Joggensen, New York.

Cleared 7th, Angelo V, Carlevari, New York; 8th, Nancy M, do.

COPENHAGEN, June 5—Arrived, Mentor, Ribe, and Japan, Hoyer, New York.

CHRISTIANSAND, June 5—Arrived, Jason (s), Haack, New York for Stettin.

CALCUTTA, May 16—Sailed, Compta, Hart, New York.

DUBLIN, June 8—Entered for ldg, Milly, Knuth, for New York.

DEAL, June 11—Arrived, Balestrino, Balestrino, London for New York (and anchored).

Sailed 11th, Clanranald, Erskine, New York.

Off do 9th, Libertas, Lucovich, from Antwerp for New York.

DEMERARA, June 7—In port, brig John Boyd (Br), Crowell, from Norfolk, arrived 1st.

FOWEY, June 10—Off, Perseverance, Lamb, from New York for London.

GLASGOW, June 8—Sailed, India (s), Munro, New York; 10th, Wasuna, Bjorkquist, and Berg, Bahirus, New York.

GREENOCK, June 9—Arrived, Ottawa, Krook, Philadelphia.

GOTHENBURG, June 5—Sailed, Ebenezer, Breckwoldt, New York.

HAMBURG (West), June 7—Sailed, Koomar, Haycott, New Orleans.

HAVRE, June 7—Arrived, Hammonia (s), Meyer, Hamburg (and sailed 8th for New York); 8th, Helvetia, Griggs, London (and cleared for New York).

HAMBURG, June 6—Arrived, Willy Rickmers, Stolt, and Druid, Williams, New York.

Sailed from Cuxhaven 6th, Maggie L Carvill, Bissett, New York.

HELVOET, June 8—Arrived, Aztec, Werry,