ERIE IN THE ELEMENTS.

A Tornado of Fire in Jersey City.

AN ACRE OF FLAME.

Destruction of the Erie Railway Machine Shops.

Three and a Half Million Dollars' Worth of Property Consumed.

One Fireman Killed, Two Injured and a Man Missing.

Twenty-five Locomotives Destroyed and Eleven Hundred Men Thrown Out of Employment.

The greatest fire ever known in Jersey City occurred last evening. At eight o'clock a flame was seen to burst from a window in the carpenter shop in the machinery construction department of the Erie Railway. Fully twenty minutes elapsed before the alarm was sounded, and when the engine companies had all arrived on the ground a work of colossal magnitude lay before them. The immense brick building comprising the carpenter's shop, machine shop, pattern shop, copper and tin shop, boiler shop and storeroom seemed to be enveloped in

ONE SHEET OF FLAME.

The building had only been erected about three years, and occupied a space of one acre. It was bounded on the north by Twelfth street, south by Eleventh street, west by Provost street, while the east was an open space entirely devoted to railway purposes.

On the Provost street or west side, tenement houses, occupied chiefly by employés of the Erie Railway, were thickly planted, and providentially the wind blew towards the North River. Had the breeze turned in the opposite direction the destruction and destitution would have been indeed appalling. As it was, only one house—that occupied by Mrs. Geary—was injured, but through the efforts of the firemen it was saved from total destruction.

When the general alarm was sounded by the fire-bell Engineer James McCarthy, of No. 3 engine, had just returned from the picnic of Hiram Lodge, at Dudley's Grove, where he had passed a pleasant day. He commenced to run, when one of his old companions met him with "Hullo, Jim, where are you going?"

"Why, man, don't you hear the bell?" was the response.

"Yes; but you've got off till eight o'clock tomorrow morning, and what have you got to do with it?"

"Oh, nonsense; do you suppose that I would let 'Old Three' go in the hands of another man and I here?"

Not many minutes elapsed till Jim was at his post and the "Old Three" was puffing away at a furious rate, that made

THE SPECTATORS STAND AGHAST.

Women with children in their arms rushed out, the large population of laborers who tenant that district were driving along to get a good position from which to view the conflagration, policemen were using their clubs and shouting, "Get back there!" The horses attached to the engines were tramping, rearing and backing, creating consternation among the crowd that was pressing forward, and the hardy nerves of many brave fellows were strained at this moment. The eyes of hundreds were set upon

JIM M'CARTHY,

whose face was lighted up with the fiery glare as he stooped to see if the fireman or stoker was keeping up steam for him. He was posted on Henderson street, and as the engine sent up a huge stream of water he looked as if he were about to achieve a great victory. Never was there seen a truer, a more faithful picture of the enthusiastic fireman. Suddenly a gust of flame swept towards the sky, accompanied by a roar that made men's hearts quake. It was

A LIQUID MAELSTROM

that mocked at the puny efforts of the panting, perspiring firemen. The roof had fallen in with a crash, and it seemed as if it melted in an instant.

"Ah, what's the use of the engines agin' such a fire as that," was the observation that greeted the ears of the group of firemen of whom Jim was the centre. Jim was just darting a look at the idle spectator who had opened his mouth, when an order came from Chief Engineer Farrier that

A DESPERATE TASK

had to be encountered, and "Three Engine" was selected for the work.

"Then we're the boys for it," said the stony-hearted engineer.

"Come, boys, off she goes," and the engine was hurried along to the corner of Provost and Twelfth streets, where the heat was intense.

"Get your hose on to that hydrant," was the next order of the Chief Engineer. And Jim jumped into the breach, where other firemen had just faltered, and from which they had retired in terror.

"Look out, look out; that wall is giving out," was heard from several quarters. But Jim was deaf to the voices. The length of hose he had in his keeping was unusually short, and he backed the engine up to the tottering brick wall. He caught the hose, stooped to connect it and

THE FIRE FIEND HAD ITS REVENGE.

The heavy two story wall settled for an instant, then leaned over as if pausing before it accomplished the bloody work, the crash came and the intrepid Jim McCarthy was

BURIED IN THE RUINS.

A cry of horror arose from the multitude; the firemen became absolutely steeled with fortitude in their efforts to rescue the veteran of their company, but before they could attempt it, his soul had passed into the presence of its Maker. He had battled with the devouring element, and

FORFEITED HIS LIFE IN THE STRUGGLE.

"It was just three minutes past nine," said Mr. Benjamin F. Roberts, a bewildered spectator, who pulled out his watch to mark the exact date of a tragedy which will ever linger in the aisles of memory. Nine minutes elapsed before the load of hot bricks was removed from the spot where the form of poor McCarthy was laid. A horrid spectacle presented itself to his comrades. Some of them could not look upon him. The body was carried off in haste to the nearest engine house, where a HERALD reporter saw it at ten o'clock. The right side of the forehead was crushed in; the left side of the head had to all appearance fallen out; the features were bruised and distorted almost beyond recognition.

A POOL OF CLOTTED BLOOD

covered the ground beneath his head, and the hands which had toasted his friends to "health for many years" but two hours before were clasped across his breast.

A despatch was immediately sent to his wife and three children, who are spending the summer at Boston. McCarthy was as yet a young man, although the oldest engineer in the department.

The stoker of his engine, Charles Nagle, was also crushed, but he escaped with a broken leg. Another fireman, whose name was not ascertained, was injured, though not fatally.

The machinists employed in the shop, who resided near the scene, rushed to the building when the fire broke out, in the hope of saving their tools, and a few succeeded. One man was seen to enter on the Twelfth street side, who did not return thence, and it is feared he perished in the ruins. There were many who attempted to enter, but were forced to retire.

THE LOSSES.

The concluding portion of the story is briefly told. At half-past ten o'clock the fire had done its work, devouring within the short space of two hours property amounting to

THREE AND A HALF MILLION DOLLARS.

In the shop were twenty-five locomotives, valued at $450,000. The machinery and tools were very valuable. All the property, with the exception of the tools was fully insured. There is one fact connected with this fire which may possess some significance in tracing the origin of the fire. Mr. Brown, the Superintendent, had employed in the building Paterson and New York mechanics exclusively. Only one Jersey City man out of several hundreds was employed there. It is well known that during the late strike, threats were made that the Jersey City men, of whom many were employed there at that time, would not be again employed, and the threat was carried out.

Another fact worth remembering is the cry of universal censure on the Chief Engineer, who ordered poor McCarthy into that terrible breach, where certain death was visible to a man of ordinary discernment.

SCENES AND INCIDENTS.

While the fire was at its height the scene was magnificent and a number of startling incidents occurred in quick succession. Ever and anon the crash of the falling walls would push back the excited crowd to a safe distance; but they would press forward again as soon as the danger was removed. Looking at the fire from the south side, nothing could be seen but great masses of flame belching from the windows, while the dense columns of smoke would sometimes dim the brightness of the blaze.

On the east side of the building the end wall still remained partly standing though burned to the second story, and when the windows had been broken a row of lights could be seen looking weird and fantastic with the men all around. This was one of the most singular spectacles of the burning, and large crowds, attracted by it, gazed upon it until the wood work of the windows had been consumed and the lights went out. The wall still continues to stand, but it is so weak and frail that it is liable to topple over at any moment.

Great numbers of adventurous women, undaunted by the appalling spectacle, penetrated to where the fire was hottest, and had it not been for the vigilance of the police, who gently drew them back when they wanted to get out of the bounds of safety, they might have suffered for their rashness. A hose which bursted was even more efficacious than the police in keeping the curious people back, as it scattered torrents of water all around, completely drenching those who came within its range.

The police, though exposed to great temptation, did their duty admirably, and with a courtesy that would be well worthy of imitation by their brethren on this side of the water. Some of the workmen made vain efforts to save their tools, but the raging element forced them back, and they were reluctantly compelled to abandon them to their fate. The expressions of sympathy over the untimely fate of the brave McCarthy were deep and sincere, and the utmost admiration was expressed for his undaunted valor. "He died at his post like a man," said one, "and his life was of infinitely more value than if the entire Erie Railroad had vanished out of existence."

ON THE RIVER.

The river has rarely presented a more beautiful and picturesque spectacle. The reflection of the flames extended to the shipping, and in the bright light the spars, masts and rigging of the vessels stood out in bold relief, like sentinels of the night. For miles each way every craft was visible, even to the smallest tug, and the sailors could be seen climbing the masts of the vessels that lay at anchor to catch a view of the conflagration. On the New York side the stores, docks and warehouses were brilliantly illuminated and could be distinctly discerned for miles. The moon came out about eleven o'clock, but its rays in the vicinity of the fire were obscured by the smoke. As the flames died away the river again assumed its usual state, the reflection upon its surface gradually fading away, until a thick darkness hovered over it. The watchers on either side left for their homes, after feasting their eyes until they were wearied, upon the splendid panorama.

ON THE FERRYBOATS.

There was a lively time on all the ferryboats while the fire continued to burn, and speculation was rife as to the loss incurred. The Chambers street boats, which run right into the scene of the disaster, were the most crowded with spectators and interested parties. An old engineer on one of the boats, whose locomotive was in the shops being repaired, said that the shops were the worst constructed and worst planned of any he had seen in the course of his long experience. There was no mode of egress from them but one at the east side, and in the event of fire nothing had the slightest chance of being rescued that they contained. He said his old engine had served him many a long day, and that it was a shame to see it burned up for want of proper precaution. The ferryboats were crowded with passengers until the fire exhausted itself and died away.

The excitement among the workingmen was most intense. Hundreds of them loitered around the burning ruins until the last glimmer of the flame was about extinguished. All sympathized with one another over the extraordinary event. Men and women hurried to and fro, some bearing night lanterns, others wending their way through lanes and alleys, and over the locomotive tracks, on which the trains ran with unabated exactness. Wives congratulated their husbands and children fawned upon and leaned on the arms of their parents, while the fiery glare shone around their infantile figures.

Men who worked upon the premises expressed their resignation to a fate of doomed idleness for some weeks to come, but not without some pithful remarks relative to the uneasiness and trouble which the night's forebodings were likely to bring upon them. The faces of pale mechanics were furrowed with thoughtful wrinkles and pensive, grumbling expressions as they gave vent to their feelings over the loss of their tools and apparatus. Some who reached the terrific scene only at the eleventh hour seemed struck with amazement at the

SUDDEN DISAPPEARANCE OF THE WORKSHOPS

in which they labored only a few hours previous. Upwards of eleven hundred hands were employed on the premises, which it is estimated covered an area of over five or six acres. All of these are now forced to take

A COMPULSORY VACATION.

which will, doubtless, be an unenviable one. Carpenters, blacksmiths, engineers, firemen, brakemen, night and day watchmen, and laborers of sundry employments, are to be counted among the number, most of whom are married and the sole sustainers of helpless families. "A holiday tomorrow, boys," seemed to be the watchword among the despairing sons of toil, and "I guess so; we can go on a whole two weeks' picnic," was the ready response. "There, where the skeleton of that there engine is standing I used to work. All my fine tools are buried beneath the wall. I suppose I can hardly ever again call them my own," said a swarthy, stalwarth blacksmith to his friend. "Well, we've got the worst of it any way, but it is well the whole city wasn't in a conflagration." Such were the frequent expressions of the interested bystanders, who were almost all once employés in the now obliterated workshops. They seemed to notice with fresh enthusiasm every new burst of flame, and to utter forth their striking but hopeless remarks with renewed bitterness. Some poured forth their

MALEDICTIONS UPON THE FIRE-FIEND,

and sometimes attempted to question its origin and wide-spread progress. Others blamed the company for not using greater precaution, while some finally shrugged their shoulders in a mood of affected indifference, and said they thought "it would be a good thing to strike for a share in the insurance." None of all attempted from the commencement, when their assistance was lent to extinguish the fire, to penetrate into the middle or lower part of the scene, so terribly formidable were the gushing torrents of flame. For the workmen, indeed, the fire of last night was a sad and bitter catastrophe, and well they knew and felt what the consequences would be to them. Crowds still lingered around the burning embers and mass of heated fragments until almost daybreak. In a few minutes, however, it was ascertained that the burning buildings were the machine shops of the Erie Railroad, and while a feeling of relief was experienced by all that the noble steamship had escaped uninjured, the sure and more appalling disaster struck terror and dismay into the hearts of many who made their living from the road. In the uptown parts of the city it was supposed, from the horrid light in the heavens, that the whole Jersey shore had caught and that the city was being burned up; but the flames went down as suddenly as they had burst out, and the alarmists were somewhat reassured. Considerable excitement, however, prevailed until the flames were finally extinguished.

THE EXCITEMENT IN NEW YORK.

When the fire first broke out the excitement on this side of the river was intense, and the wildest rumors prevailed as to the extent of injury and location of the disaster. The contiguity of the flames to the docks of the White Star line led many to believe that this point was the one that was under fire, and it was also rumored that the new steamship Oceanic had been caught by the devouring element and was being rapidly consumed. In the meantime the flames grew brighter and brighter, and shot higher and higher, and still no one could exactly tell what was the matter.

A MIDNIGHT WALK OVER THE RUINS.

At 12 P. M. a HERALD reporter went over the ground and amid the scene of the catastrophe. The picture of desolation was awful in the extreme. Nothing could be seen but ruined walls, broken engines and dismantled machinery, while the smouldering ruins continued to brightly burn. The engines were still playing upon the fragments of wall that were standing, but the work was almost unnecessary, as the ruin was so complete there was

NOTHING LEFT TO BURN.

The machinery that the shops contained was thought to be the finest in the United States, and the tools of the workmen were all that art could devise, but of them all not a particle was saved.

It was impossible to penetrate to the centre of the building, as the burning wood work and red hot iron rendered approach utterly impracticable. The ruined tenders and bursted boilers continued to blaze furiously and the long rows of wheels were melted with the intense heat. It would be difficult to say what part of the building suffered most, as all seemed to be one common ruin, but in the west side the

DEBRIS SEEMED TO BE THICKEST,

so thick that nothing could be distinguished but a confused heap of brick, fragments of wood and iron. Strange to say, the part of the building which contained the office, and which is of frame, escaped better than the more substantial portions, but it was impossible to save any of the valuable papers and books that the office contained. North of the shops were situated the immense tobacco stores of Jersey City, and at one time the danger they were exposed to was very great. Had the wind, which was high at the time of the fire, blown in this direction no power could have saved them, but the breeze providentially was in the direction of the river, and this accounts for their preservation. As it was nothing but the most unceasing efforts on the part of the firemen prevented the flames from extending in that direction, but a

WELL DIRECTED DELUGE OF WATER

was poured upon the north wall, which had the effect of crushing the power of the dreadful element.

On the west side, the boundary of which is Provost street, a number of wooden buildings, including a tavern, lay separated from the shops by only the breadth of the narrow street. It is a mystery how these buildings escaped. When the fire broke out and extended so rapidly no one for a moment supposed that would not be consumed, but they escaped uninjured, and at midnight

THE FRIGHTENED INHABITANTS

sought therein shelter again, they having fled from them at the first alarm.

The crowds which had gathered in the early part of the evening had greatly diminished as midnight came on; but numbers attracted by curiosity remained to see the last of the greatest conflagration that had ever devastated the city. The oil houses, in which were stored 50,000 gallons of oil, by the flames. Had a miracle were not caught for blocks around would have been totally ruined. The firemen

CONCENTRATED THEIR EFFORTS

to save them, which were happily crowned with success.

The oil store is the only remnant left of the magnificent building. At the south side the fire continued to rage longest, and at an early hour this morning still continued to burn, notwithstanding the fact that two engines were pouring streams of water upon the unsubdued flames. The employés who had been employed in the shops, sadly gazed upon the wreck, and the misery the fire has entailed upon them. The skeletons of the locomotives and the charred and blackened machinery taught an eloquent lesson of the mutability of all things human. There is scarcely an instance on record of

DESTRUCTION SO SUDDEN AND COMPLETE,

but the intense heat of the preceding days and the scarcity of water hastened the work of death and ruin.

At daylight this morning a few scattered beams were still smouldering; but the Fire Department had withdrawn most of the men and engines, and only a small force remained to watch the smoking ruins. The machinery is entirely worthless, and can only be sold for old iron, and even for that they can scarcely be used. It will be months and months before the debris can be removed, and it will be some time before Jersey City will possess such a manufactory again. Two of the locomotives were to have been turned out to-day, and a number of engineers were waiting for them to use on their regular trips. The grief manifested by the poor fellows for the loss of their old companions was great. They seemed to love them with the love a sailor has for his ship or a rider for his horse. When the reporter left, they still continued to sorrowfully gaze on all that remained of them.

TROTTING AT GOSHEN, N. Y.

First Annual Meeting of the Goshen Park Association.

The first annual meeting of the Goshen Park Association commenced yesterday afternoon with two trotting contests, the first being between horses that had never beaten three minutes, and the other between horses that had never trotted better than 2:25. The trotting was good, and gave great satisfaction to the numerous spectators.

The track is most beautifully located in the town of Goshen, not a quarter of a mile from the Occidental Hotel, in a valley surrounded by hills that make up a lovely and picturesque landscape. The track, unfortunately, is but half a mile in length, but it is so well laid out, and the turns so nicely "dished," that horses can trot nearly as fast over it as they can on a mile one. This track is remarkably safe, and the soil of a nature that seems very easy to the feet of the horses. There are half a dozen large trees in the field, under the shade of one of which Major Barker held forth as pool seller, and his ringing voice could be distinctly heard all over the enclosure.

The following is a

SUMMARY.

GOSHEN PARK ASSOCIATION, July 24.—TROTTING.—PURSE $1,000; $600 to the first, $250 to the second and $150 to the third; for horses that have never trotted better than three minutes.

F. E. Smith's br. m. Onee	1	1	1
J. Conway's blk. m. Nelly	2	2	2
J. H. Phillips' blk. g. Shot	3	3	4
J. S. Edsall's b. m. Lady Banker	4	4	3
F. R. Galloway's b. m. Nettie	dis.		
A. H. Taylor's b. s. Harry Bassett	dis.		
J. C. Coleman's b. M. Lady Coleman	dis.		
B. L. Schoonmaker's b. g. Kentucky Boy	dr.		

TIME.	Quarter.	Half.	Mile.
First heat	38	1:15¼	2:33¾
Second heat	40	1:18½	2:38¼
Third heat	41	1:19½	2:41½

SAME DAY—PURSE $1,500; $850 to the first, $450 to the second and $200 to the third; for horses that have never trotted better than 2:25.

J. Ellis' g. g. Gray Eddy	1	1	1
D. Pfifer's s. s. Byron	2	2	2
John Murphy's b. g. Charley Green	4	3	3
Northrup & Martin's b. g. Mystic	3	4	4

TIME.	Quarter.	Half.	Mile.
First heat	37½	1:15½	2:31
Second heat	38½	1:16¾	2:32½
Third heat	38	1:15½	2:31

M'MULLIN'S CONDITION.

The Wounded Alderman in a Precarious Condition—The Would-be Assassin Not Captured.

PHILADELPHIA, Pa., July 24, 1872.

Alderman McMullin's condition has somewhat improved to day, and hopes are entertained of his recovery. All efforts thus far to find Marra have proved unavailing, although it is believed the officers are closely following him.

There seems to be no doubt in the minds of the Alderman's sincere friends that he will be captured, and they think further that those who instigated him to commit the rash act will be in custody.

Evidence has been obtained as to a complicity, but it is not yet sufficiently strong to warrant an arrest, although such a thing was threatened last night.

THE PENNSYLVANIA TRADE RIOTERS.

The Excitement At An End in Williamsport—The Ringleaders in Prison—The Military On The Alert.

WILLIAMSPORT, PA., July 24, 1872.

The riot excitement is about over, but the military will remain here a few days to protect the mills in case of a necessity. Some of the mills expect to resume operations to-morrow, and the balance as soon as they can get a sufficient number of men.

The strikers are peaceable but declare they will not go to work until the mill-owners adopt the ten-hour system. The ringleaders who were arrested are still in jail. There is no truth in the reports of persons being killed and others dying from their injuries during the disturbance.

CONTRACTS FOR PUBLIC WORKS.

The proposals for paving, sewers, grading and street repairs—particulars of which have been advertised—were opened yesterday by Commissioner Van Nort, in the presence of the Comptroller, at the Department of Public Works. The bids for the stone block pavement and for grading were postponed until Friday, at twelve o'clock, in order that, in the meantime, Commissioner Van Nort might obtain the opinion of the Corporation Counsel in reference to the legality of various ordinances authorizing the contracts to be made.

SHIPPING NEWS.

Almanac for New York—This Day.

SUN AND MOON.			HIGH WATER.		
Sun rises	4 50		Gov. Island	eve	12 19
Sun sets	7 22		Sandy Hook	morn	11 34
Moon rises	eve 10 46		Hell Gate	eve	2 04

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF JULY AND AUGUST.

Steamers.	Sails.	Destination.	Office.
Nebraska	July 24	Liverpool	29 Broadway.
Assyria	July 24	Glasgow	7 Bowling Green
City of Bristol	July 25	Liverpool	15 Broadway.
City of Brussels	July 27	Liverpool	15 Broadway.
Oceanic	July 27	Liverpool	19 Broadway.
St. Laurent	July 27	Havre	58 Broadway.
Weser	July 27	Bremen	2 Bowling Green
Minnesota	July 31	Liverpool	29 Broadway.
Republic	Aug. 3	Liverpool	19 Broadway.
Idaho	Aug. 7	Liverpool	29 Broadway.

PORT OF NEW YORK, JULY 24, 1872.

CLEARED.

Steamship City of Bristol (Br), Phillips, Liverpool via Queenstown—John G Dale.
Steamship Nebraska (Br), Guard, Liverpool via Queenstown—Williams & Guion.
Steamship Leo, Dearborn, Savannah—Murray, Ferris & Co.
Steamship South Carolina, Becket, Charleston—H R Morgan & Co.
Steamship Ellen S Terry, Salyear, Newbern—Murray, Ferris & Co.
Steamship Wamsutta, Fish, New Bedford—Ferguson & Wood.
Bark Eros (Nor), Byron, Bristol—Tetens & Bockmann.
Bark Veloce (Ital), Luzzi, Gloucester, E—Funch, Edye & Co.
Bark Ulrika (Rus), Laurell, Hamburg—Funch, Edye & Co.
Bark Annie Augusta, Creighton, St Marys, Ga—T C Merrill & Co.
Brig Wild Wave (Br), Brown, Falmouth—Wm Nelson, Jr.
Brig D R Stockwell, Harding, Cadiz—Lunt Bros.
Brig Apollo (Br), Paddock, St Johns, PR—R P Buck & Co.
Schr Mary Burdette, Pearl, Maranham and Para—B J Wenberg.
Schr Hortensia, Norton, Demarara—Miller & Houghton.
Schr Eastern Queen (Br), Pinder, Nassau and Tampa Bay—Jas Edwards.
Schr Sappho (Br), Sprague, St John, NB—Henry & Parker.
Schr Lucretia, Cozzens, Key West—B J Wenberg.
Schr Minnie, Hudson, Charleston—Evans, Ball & Co.
Schr G W Baldwin, Morton, Boston—Chas Irving.
Steamer Frank, Pierce, Philadelphia.
Steamer Concord, Norman, Philadelphia.
Steamer Ann Eliza, Richards, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Anglia, Small, Glasgow July 13 and Moville 14th, with mdse and 350 passengers to Henderson Bros. Had variable and moderate weather all the passage; July 19, lat 48 03, lon 43 31, passed a three-masted schooner rigged steamship bound west; same, a brig-rigged steamship, with black funnel, showing British colors, bound west; July 20, lat 46 09, lon 49 28, passed bark Emma Ives (Br), from Antwerp for Quebec; July 22, lat 42 50, lon 61 42, passed a Cunard steamship bound west.

Steamship New York (NG), Keuglist, Bremen July 9 and Southampton 12th, with mdse and 177 passengers to Oelrichs & Co. Had variable weather all the passage; July 20, lat 42 56 N, lon 50 03 W, passed bark Freeman Dennis (Br), from Baltimore for Belfast; same day, lat 42 49 N, lon 50 50 W, passed an abandoned wreck; her main boat bore the name of Crido; July 23, lat 41 25 N, lon 63 42 W, passed a National line steamship.

Steamship Morro Castle, Morton, Havana July 20, with mdse and passengers, to the Atlantic Mail Steamship Co. Lat 33 N, lon 76 45 W, spoke bark Brazos.

Steamship Volunteer, Bloodgood, Philadelphia—Lorillard Steamship Co.

Ship American Congress, Ghiselin, London and Isle of Wight, June 1, with mdse and 8 passengers to Grinnell, Minturn & Co. Came the northern passage and had heavy westerly winds to the Banks; from thence 20 days, with light variable winds and calms. July 7, lat 44 45, lon 50 40, spoke fishing schr Sarah B Putnam, Keene, master, with 1,200 quintals fish.

Bark Fosterbandet (Swed), Norden, Liverpool 58 days, with coal to Briggs & Co; vessel to Funch, Edye & Co. Took the northern passage and had westerly winds to the Banks; from thence 14 days, with light winds and calms.

Bark Frithiof (Nor), Bentzen, London 70 days, with mdse to order; vessel to Tetens & Bockmann; took the southern passage and had light winds and calms; been 10 days west of Bermuda; June 25, lat 26 45, lon 44 42 W, spoke bark Brazileira (NG), from Savannah, 20 days out, for Buenos Ayres; July 7, lat 23 47, lon 57 W, signalized a German bark, GQVD.

Bark Atilla (Nor), Falck, Newport, 53 days, with railway iron to order; vessel to Tetens & Bockmann. Took the northern passage and had light winds and calms; has been 24 days W of the Banks.

Bark Kong Sverre (Nor), Marcussen, Middlesboro, 56 days, with railway iron to order. Took the northern passage and had fine weather; has been 15 days W of the Banks.

Bark Libero (Ital), Moressa, Leith 61 days, with mdse to Francis Spies & Co; vessel to A P Agresta. Took the northern passage, and had strong westerly winds to the Banks; from thence light winds and thick fog.

Bark Industrie (Nor), Tunnesen, Bordeaux, 51 days, with mdse to Funch, Edye & Co. Took the northern passage and had moderate weather; has been 16 days W of the Banks; July 7, on the Grand Banks, spoke fishing schr C M Walton, with 250 quintals of fish.

Bark Hermann (NG), Rieck, Marseilles, 74 days, with mdse to Funch, Edye & Co. Passed Gibraltar June 1. Took the southern passage and had light winds and calms.

Bark Honduras (Br), Sutton, Trieste April 1, with mdse to Brett, Son & Co; vessel to Louis Sylvester. Passed Gibraltar June 2; took the middle passage, and had light winds and calms; no date off Madeira, spoke bark Lord Lyons (Br), from Carthagena for Quebec; July 13, lat 38 30, lon 59 40, exchanged signals with bark Shawmut, from Sicily for——(probably bark Shawmut, Lord, from Liverpool for Philadelphia).

Bark M A Nelson (Br), McKenzie, Sagua 9 days, with sugar to J F Whitney & Co. Had fine weather.

Brig Don Quixote, Ray, Cow Bay, CB, 12 days, with coal to the Manhattan Gas Company; vessel to Hand & Swan. Had light westerly winds and thick fog the entire passage.

Brig Five Brothers (of Boston), Randall, Glace Bay, CB, 13 days, with coal to Henry & Parker; vessel to master. Had light, variable winds.

Schr M D Leach, Atkins, Baracoa, 10 days, with fruit to E Pug & Co; vessel to B J Wenberg.

Schr Gen Harris, Thompson, Norfolk.

Schr Eva Holmes, Reynolds, Virginia.

Schr Lizzie, Scull, Virginia.

Passed Through Hell Gate.

BOUND SOUTH.

Brig Masonic (Br), Carson, Dorchester, NB, for New York, 7 days, with stone to Sherwood & Co; vessel to D R DeWolf & Co.

Schr David Pearsall, Sackett, Greenwich for New York, with stone to order.

Schr Gentile, Eldridge, Rockland for New York, with lime to Haviland & Co.

Schr Mary & Carrie, Brophy, Nantucket for New York, with fish to order.

Schr Cordelia, Perry, Cider Island for New York, with fish to master.

Schr Bramhall, Hamilton, Portland for New York, with stone to order.

Schr Fairwind, Bowman, Ellsworth for New York, with lumber to Peters & Co.

Schr Tahmiroo, Kent, Bangor for New York, with lumber to Simpson & Clapp; vessel to R P Buck & Co.

Schr Thos Hull, Long, Stonington for New York, with stone to order.

Schr J Webster, McDonnell, Portland for New York, with stone to order.

Schr A Trundell, Hess, Horton's Point for Philadelphia, with gravel to Warren & Kirk.

Schr Mary Brewer, Saunders, Portland for New York, with lumber to order.

Schr L N Lewis, Murray, Hartford for New York.

Schr Geo A Twidill, Homans, Hartford for New York.

Schr James, Kelsey, Norwich for New York.

Schr A C Klam, Albert, New Haven for New York.

Schr C F Burns, Scott, Newport for New York.

Schr Caroline E Sherwood, Bridgeport for New York.

Schr John Oscar, Phillips, Greenport for Hoboken.

Schr Ella Jane, Dillon, Bridgeport for New York.

Schr War Steed, Phinney, Boston for New York.

Schr E Turner, Frazer, New London for New York.

Schr R K Sturges, Sharp, Somerset for New York.

Schr Marshal O Wells, Horton, Newport for New York.

Schr A G Pease, Weyman, New London for New York.

Schr Augusta, Hill, Greenport for Newark.

Schr Harriet Brewster, Young, Derby for New York.

Schr T C Smith, Evans, Providence for New York.

Schr Mary E Mills, Murray, Northport for New York.

Schr Lafayette, Dillon, Centre Island for New York.

Schr Ella Cooper, Gilken, Greenport for New York.

Schr Lizzie Bennett, Wilson, Middletown for Philadelphia.

Schr Estelle, Furness, Providence for Hoboken.

Schr H B Metcalf, Handy, Providence for New York.

Schr Niger, Longstreet, Fall River for New York.

Schr Ceres, Reynolds, Dover for New York.

Schr J A Tate, Tate, Bridgeport for Piermont.

Schr Orient, Smith, New Haven for Albany.

Schr G F Weaver, Weaver, Providence for New York.

Schr Henry E Conner, Chase, Bristol for Hoboken.

Schr Mary Elizabeth, Hall, Fall River for New York.

Schr J Young, Young, Fall River for New York.

Schr Copia, West, Fall River for Newburg.

Schr Tangent, Smith, Providence for New York.

Schr George & Albert, Woods, Providence for New York.

Schr Maggie Bell, Hall, Fall River for New York.

Schr M J Mead, Trasher, Taunton for New York.

Schr Atlantic, Rhodes, Newport for Elizabethport.

Schr Ellen Perkins, Kelly, New Bedford for New York.

Schr Lady Antrim, Carter, New Haven for New York.

Steamer Electra, Mott, Providence for New York, with mdse and passengers.

BOUND EAST.

Steamship Wamsutta, Fish, New York for New Bedford.

Brig Ortolan, Cleveland, New York for Rath.

Schr R Smith, Walsh, Elizabethport for New Bedford.

Schr Geo S Page, White, New York for Cold Spring.

Schr James Bolton, Gorman, Newark for Oyster Bay.

Schr M E Willis, Bayles, Hoboken for Providence.

Schr Olive Branch, Brown, New York for Belfast.

Schr R Stevens, Isaacs, New York for Boston.

Schr Oregon, Hopper, New York for Bangor.

Schr George Gillum, Gardner, Port Johnson for Salem.

Schr Herald, Hall, New York for Rockland.

Schr F Merwin, Bunce, Hoboken for Providence.

Schr Caroline, Wallace, Rondout for Boston.

Schr Charles Allison, Mount, Hoboken for Providence.

Schr Hunter, Hunt, Poughkeepsie for Hartford.

Schr Golden Ray, Davis, New York for Providence.

Schr Thomas Jefferson, Kelly, Haverstraw for Stamford.

Schr Walter E T Herricks, Georgetown, DC, for Bridgeport.

Schr H H Buckingham, Davis, Elizabethport for Pembroke.

Schr Thomas Cooper, Willis, Elizabethport for Fall River.

Schr S S Buckingham, Elizabethport for Portland.

Schr Annie of the Bay, Smith, Hoboken for New Haven.

Schr Forest City, Davis, Rondout for Boston.

Schr M E Turner, Aldridge, Georgetown, DC, for Bridgeport.

Schr M A Ivins, Bodine, Baltimore for Portsmouth, NH.

Schr Mary Baxter, Baker, New York for Providence.

Schr Silver Spray, Murphy, Port Johnson for Boston.

Schr Eliza Fish, Hamilton, Hoboken for Newport.

Schr S Boynton, Elizabethport for Stamford.

Schr Native, Elizabethport for Greenwich.

Schr Evergreen, Bunce, Rondout for Providence.

Schr Dom, Bailey, Hoboken for Pawtucket.

Schr Harbinger, Ryder, Hoboken for Boston.

Schr Mary J Fisher, Lawier, Philadelphia for New Bedford.

Schr John Warren, McGar, Elizabethport for Providence.

Schr S S Tyler, Phelps, Hoboken for Hartford.

Schr M M Hamilton, Brown, Hoboken for New Haven.

Schr A Briggs, Mott, Haverstraw for Providence.

Schr Crescent Lodge, Hatch, Manhattanville for Pembroke.

Schr E C Liner, Hill, Hoboken for New Haven.

Schr Ruth E Atwood, New York for Wellfleet.

Schr Mariel, Fletcher, Elizabethport for Kennebec River.

Schr J Merritt, Mace, Port Johnson for Providence.

Schr Silas Brainard, Buell, Albany for Providence.

Schr Owen P Hinds, Clendennin, New York for Boston.

Schr T S McMillen, Speedwell, Elizabethport for Boston.

Schr Boston, Nickerson, Port Johnson for Boston.

Schr G L Daboll, Crockett, New York for Greenport.

Schr Ontario, Barber, Elizabethport for Providence.

Schr L S Catch, Hill, Port Johnson for Hartford.

Schr M P Webb, Murphy, Hoboken for New London.

Schr Phoenix, Cobb, Elizabethport for Providence.

Schr Ruth Thomas, Dodge, Elizabethport for Boston.

Schr Samuel F Godwin, Waterbury, New York for Stamford.

Schr Hero, Pratt, New York for Salem.

Schr Ira Smith, Elizabethport for Boston.

Schr A J Williams, Morrell, Elizabethport for Stamford.

Steamer Electra, Mott, New York for Providence.

BELOW.

Bark Eolus (Nor), Berding, from Liverpool June 7 (received a pilot July 23, in lat 40 38, lon 70, from boat Fannie, No 17).

Bark Hildergaard (Nor), March, from Barrow June 8 (by pilot boat Francis Perkins, No 13).

Bark Larkspur (Br), Morgan, from Marseilles May 18.

Brig Sophena, 14 days from Cow Bay, CB (by pilot boat Ezra Nye, No 2).

SAILED.

Steamships Nebraska and Java, Liverpool; City of Havana, Havana, &c; City of Houston, New Orleans; Leo, Savannah; South Carolina, Charleston; Ellen S Terry, Newbern, NC; bark Hermelin (Swed), Cork; schrs Julia A Decker, Ruatan Island; Carleton, Nassau, NP.

Wind at sunset NW, light.

Marine Disasters.

SHIP LADOGA (of Boston), Capt John H Willey, from New York for San Francisco, before reported put into Falkland Islands for repairs, reports having been obliged to bear up for those islands on account of bad weather from lat 57 20 S, lon 13 20 W, with rudder twisted off and stern frame started and other damage. After leaving New York she encountered a heavy NE gale for three days; after that had very light winds and fine weather to Cape Horn; then had a succession of gales for 14 days from WSW to NW, with sea mountains high. On the 29th of April, lat 56 30 S, lon 74 30 W, took a gale from NW, which shifted to the South in a second, blowing a hurricane. At 8 P M a heavy sea struck the ship and twisted the rudder head off; had to cut the rudder case below to get some chains round it. Next day got the kedge anchor stock shipped on below with tackles, with which we managed to steer the ship. On the 24 of May, in another gale, a heavy sea struck the stern and started the whole frame and planking, the water washing in, and the men at the pumps all night. Had to throw 20 to 25 tons of cargo overboard to get the ship's stern out of water. On the 3d of May hove some nails from the main hatch overboard. On the 4th and 5th of May, in heavy gales, the rudder got loose again, the vessel going all night with the rudder going from side to side; succeeded in securing it, but could not wear ship. As the rudder was almost useless, with large quantities of water coming in through the stern, did not consider it safe to proceed on the voyage any longer. On the 7th of May bore up for Falkland Islands, where she arrived on the 13th. The work of repairing was progressing on the 25th of May, and she would soon be ready for sea. The ship was quite tight, sails and rigging in good order for the voyage, with the exception of the foretopmast staysail.

SHIP QUEEN OF THE EAST—Capt Stoddard, late commander of the ship Queen of the East, makes the following report respecting the loss of his vessel:—Left San Francisco March 6 for Newcastle, for a cargo of coal for China; had favorable winds and fine weather up to April 18, when, at 4 30 AM, the ship struck on a reef not laid down on the chart, the reef lying, as near as I could judge from the observations the day previous, in lat 29 30 south, lon 159 40 east, and being afraid that the yards would come down got the boats out as soon as possible, and deeming it useless to remain by the ship any longer left at 10 AM for the coast of Australia. The winds and weather proving favorable, made the land near Richmond River on the 22d; on the following morning were fallen in with by the schooner Commerce, Captain Drewell, of Sydney, who