FLEETWOOD PARK.

Opening Day of the Fall Trotting Meeting.

TWO INTERESTING CONTESTS

Gloster the Winner of the 2:50 Race and Gazelle of the 2:26 Purse.

Fleetwood Park opened its gates yesterday for the introductory events of the Association's Fall trotting meeting, and the response from the admirers of turf amusements was of the most liberal nature. Long before the hour of two o'clock the Grand Stand was quite well filled, and many elegant ladies gathered in the end of the commodious structure set apart for them, while the Club House and its spacious balcony were crowded with fair ones, whose womanly beauty attracted as much attention as the competing horses. Down in the field were scores of carriages, and in many of these were lovely faces, full of thought and reflection, their owners clad in robes the triumphs of the *modiste's* art, and these enjoyed the sport fully as well as the most inveterate turfman on the track.

Under the direction and watchful eyes of the present management the grounds have been much improved, and now are very picturesque and lovely. They show good taste, delicate handling and much work. The afternoon was fair as ever shone upon a race track, the air deliciously cool and invigorating. By five o'clock the events of the day had been gone through with, and in half an hour afterwards the last carriage had departed with its guests, resolving to renew the pleasure to-morrow, the second day of the meeting.

Two trotting races came off during the afternoon, the first being for a purse for horses that had never beaten 2:50, and the other for horses that had never trotted better than 2:26; both races being mile heats, best three in five, in harness.

In the first race there were ten entries, comprising Alden Goldsmith's bay gelding Gloster, A. Patterson's sorrel mare Alice Brown, Thomas E. Broadway's bay mare Starlight Nell, W. McMahon's black gelding Billy Dawes, John Murphy's gray gelding Victor, J. H. Phillips' bay mare Fanny Osborn, W. H. Borst's bay mare Blossom, H. Casey's black mare Lady Byron, William Wellington's brown gelding Wellington and W. E. Weeks' bay mare Susie Clay. Gloster was the favorite at four to one over the field previous to the start, and at greater odds after the first heat. He won the race in three straight heats with the greatest ease. There were only seven starters, Billy Dawes, Fanny Osborn and Blossom being withdrawn before the race began. After the first heat there were only four starters, as Starlight, Lady Byron and Alice Brown were distanced.

The second trot had seven entries and only four starters. These were John Lovett's bay mare Gazelle, W. H. Jarvis' gray gelding Crown Prince, Dan Mace's gray gelding Gray Eddy and Dan Pfifer's gray gelding Lottery. Gazelle was the favorite at three to one over the field previous to the start. She won the race very easily in three straight heats, showing during the race as much speed as any of our best horses are possessed of.

Messrs. Turnbull, Gillender and Rynders were the judges.

The following are the details of the trotting as it progressed:—

The First Trot.

First Heat.—Susie Clay had the pole, Gloster second, Starlight third, Wellington fourth, Lady Byron fifth, Victor sixth, Alice Brown seventh, the others being withdrawn. This was the order in which the horses left the score. At the quarter pole, which was passed in thirty-five and a half seconds, Gloster led three lengths, Susie Clay second, Wellington third, Lady Byron fourth, Starlight Nell fifth, Victor sixth, Alice Brown so far behind that her driver turned her around and came back to the gate and drove out to the stable. At the half-mile pole Gloster led eight lengths, in 1:13, Susie Clay second, Wellington third, Victor fourth, Lady Byron fifth, Starlight Nell sixth. Gloster came away from the others and won as he liked by a dozen lengths, Wellington second, Susie Clay third, Victor fourth, Lady Byron, Starlight Nell and Alice Brown distanced. Time of the heat, 2:32.

Second Heat.—Gloster had the lead at the start, Wellington second, Susie Clay third, Victor fourth. At the quarter pole, which was passed in thirty-six seconds, Gloster was six lengths ahead, Wellington second, one length ahead of Susie Clay, the latter being six lengths in advance of Victor. Gloster was fifteen lengths ahead at the half-mile pole in 1:12, and he came home ten lengths on a jog, in 2:33¾, Victor second, six lengths in advance of Wellington, who was a head in front of Susie Clay.

Third Heat.—Gloster took the lead and kept it to the end, leading three lengths to the quarter pole in thirty-six seconds, fifteen lengths to the half mile in 1:12, and jogged in a winner by a length in 2:33¾. Wellington was second, Susie Clay third and Victor fourth. The latter won third money, Wellington taking the second premium. The following is a

SUMMARY.

FLEETWOOD PARK ASSOCIATION, October 1—TROTTING.—Purse $1,000, for horses that have never beaten 2:50; mile heats, best three in five, in harness.

A. Goldsmith's b. g. Gloster	1	1	1
W. Wellington's br. g. Wellington	2	3	2
J. Murphy's g. g. Victor	4	2	4
W. E. Weeks's b. m. Susie Clay	3	4	3
A. Patterson's s. m. Alice Brown	dis.		
T. E. Broadway's b. m. Starlight Nell	dis.		
H. Casey's blk. m. Lady Byron	dis.		
W. H. Borst's b. m. Blossom	dr.		
J. H. Phillips' b. m. Fanny Osborn	dr.		
W. McMahon's blk. g. Billy Dawes	dr.		

TIME.

	Quarter.	Half.	Mile.
First heat	35½	1:13	2:32
Second heat	36	1:12	2:33½
Third heat	36	1:12	2:33¾

The Second Trot.

First Heat.—Gazelle had the pole, Crown Prince second, Gray Eddy third, Lottery outside. The latter had a little the best of the send-off, Crown Prince second, Gazelle third, Gray Eddy fourth. Gazelle dashed away from the others on the turn, and led to the quarter pole four lengths in thirty-four seconds; Gray Eddy second, Lottery third; Crown Prince having broken up shortly after leaving the score. Gazelle was ten lengths in front at the half-mile pole in 1:07¼; Gray Eddy second, one length ahead of Lottery, who was one length in front of Crown Prince; Lottery then broke up and fell off badly. At the three-quarter pole Gazelle led ten lengths; Gray Eddy second, five lengths in front of Crown Prince, who was ten lengths in advance of Lottery. Gazelle came home eight lengths in advance of Gray Eddy, who was one length ahead of Crown Prince; the latter ten lengths ahead of Lottery. Time, 2:24¾.

Second Heat.—Crown Prince and Gazelle left the score together, Gray Eddy third, Lottery fourth. Gazelle then dashed away from the others, and led six lengths to the quarter pole in thirty-five seconds, Crown Prince second, a head in front of Gray Eddy, who was three lengths in advance of Lottery. Gazelle led ten lengths to the half-mile pole in 1:10, and came home on a jog in 2:27¼, by three lengths, Crown Prince second, one length ahead of Lottery and Eddy, who were head and head.

Third Heat.—Gazelle got away with the lead, Crown Prince second, Gray Eddy third. Lottery close up. Going around the turn Crown Prince broke up and the mare dashed away from him at a rapid rate. At the quarter pole she led four lengths ahead in thirty-five seconds, Crown Prince second, four lengths in advance of Gray Eddy, who was two lengths in front of Lottery. Gazelle was ten lengths in front at the half-mile pole in 1:08½, and coming home steadily won the heat on a jog by four lengths in 2:25. Crown Prince was second, ten lengths ahead of Lottery, who was one length in advance of Gray Eddy.

The following is a

SUMMARY.

SAME DAY.—Purse $2,500, for horses that have never beaten 2:26; mile heats, best three in five, in harness.

J. Lovett's b. m. Gazelle	1	1	1
W. H. Jarvis' g. g. Crown Prince	3	2	2
D. Mace's g. g. Gray Eddy	2	0	4
D. Pfifer's g. g. Lottery	4	0	3
W. H. Van Cott's b. m. Tennessee	dr.		
F. Mance's b. m. Mary A. Whitney	dr.		
T. B. Carpenter's b. m. Lydia Thompson	dr.		

TIME.

	Quarter.	Half.	Mile.
First heat	34	1:07½	2:24¾
Second heat	35	1:10	2:27½
Third heat	35	1:08½	2:25

TROTTING AT INDIANAPOLIS.

First Day of the Fall Meeting—Grace the Winner of the Three-Minute Purse and Red Dick the 2:38 Race.

INDIANAPOLIS, Oct. 1, 1872.

The Fall trotting meeting held under the auspices of the Indianapolis Agricultural, Mechanical and Horticultural Association commenced to-day on the Trotting Park under the most favorable circumstances. Five starters in the first race and nine in the second. The following are the summaries of the events:—

INDIANAPOLIS, OCT. 1, 1872—FIRST DAY OF THE FALL TROTTING MEETING.—Premium $2,000, for horses that had never beaten three minutes; $1,000 to the first, $500 to the second, $300 to the third and $200 to the fourth horse; mile heats, best three in five, in harness.

A. W. Wilson's Grace	1	3	1	1
Owser's John H.	3	1	4	3
W. McDonald's Edgar	4	4	3	2
T. Biggs' Kentucky Girl	2	2	2	dis.
William L. Waddy's Brown Mary	dis.			

Time, 2:34—2:35½—2:34—2:33.

SAME DAY.—Premium $2,500, for horses that had never trotted better than 2:38; $1,250 to the first, $625 to the second, $375 to the third and $250 to the fourth horse; mile heats, best three in five, in harness.

Philip Banman's Red Dick	1	1	1
A. W. McMillan's Billy Tanner	0	2	2
Owen Toller's Samuel Vincent	2	3	3
T. Biggs' Natchez	3	0	4
L. W. Hassleman's Painter Boy	4	0	0
A. Deming's Alvonia	0	4	0

Time, 2:34¾—2:28—2:33.

ACCIDENT TO VALUABLE TROTTING HORSES.

Zilcada Golddust and Minnie Come Into Collision While Exercising—The Latter Killed and the Former Seriously Injured.

INDIANAPOLIS, Oct. 1, 1872.

This morning, as the celebrated trotting mares Zilcada Golddust and Minnie were exercising at the Park for the 2:38 race this afternoon, Minnie became unmanageable and the two mares came into collision. Zilcada was seriously injured by the shaft tearing open her breast and Minnie was instantly killed. The former horse was valued at $20,000 and the latter at $8,000 or $9,000. Zilcada was owned by L. L. Dorsey, of Louisville, and Minnie by Messrs. Frazer & Moore, of Cynthiana, Ky.

JEROME PARK RACES.

Opening Day of the Fall Meeting—Pool Selling on the Events.

To-day is the first of the Fall Meeting at Jerome Park, and should the weather be favorable the racing will be excellent, as there are six events on the cards, including rich stakes and a valuable purse. First on the list is the Manhattan Handicap, a sweepstakes of $50 each, half forfeit, and only $10 if declared, with $500 added, one mile and a quarter; closed with twenty nominations, but the starters will probably be M. H. Sanford's entry, McDaniel's entry, Mary Louise, Ortolan, Fanchon, Brennus and Sanford. The second race is the valuable Jerome Stakes, for three-year-olds, of $100 each, half forfeit, with $1,500 added, two miles; closed with sixty-one nominations. Of this large lot there will not be more than three starters—Jo Daniels, Meteor and True Blue. The third race is the Nursery Stakes, for two-year-olds, one mile; fifty nominations. Fourteen of these youngsters will probably start for this stake, these being Jerome's entry, Hunter & Travers', McDaniels', M. H. Sanford's, John Coar's, S. D. Bruce's, M. A. Littell's, John Coffee's, G. Bowie's, F. Morris', A. Belmont's and Luna. Much will depend upon a good send-off in this race, but the contest will be of an interesting nature. The fourth race, the Private Sweepstakes, for foals of 1868, four miles, will result in a walk over for Mr. Withers' brown filly Elsie. The fifth race is a purse of $400, three-quarters of a mile. For this there are entered Harry Bassett, Fadladeen, Nema, Elsie, Mate, Lochiel, Wheatley, Henrietta and Hattie O'Neil. The sixth and closing event of the day's sport is a handicap steeplechase for a purse of $300, about two miles and a half. In this Will be Blind Tom, Tammany, Mary Hennessey, Lobelia, King John, Astronomer, Sorrel Dan and Lochinvar.

Pools were sold on these events last night at the Jockey Club rooms, Twenty-seventh street and Madison avenue, by Messrs. Underwood & McGowan. The gathering was large and the betting spirited. The following figures will give an idea of the estimate placed upon the several horses:—

MANHATTAN HANDICAP.

Sanford's entry	$50	$100
McDaniel's entry	25	45
Mary Louise	25	40
Ortolan	10	30
Fanchon	5	10
Brennus	5	
Sanford	5	

THE JEROME STAKES.

Jo Daniels	$150	$100
Meteor	35	25
True Blue	12	11

THE NURSERY STAKES.

Hunter & Travers' entry	$50	200	65
Belmont's entry	80	155	100
Littell's entry	65	150	65
Morris' entry	55	90	40
Bowie's entry	55	80	40
McDaniel's entry	35	65	35
Withers' entry	20	55	35
Jerome's entry	15		
Sanford's entry	10		
Pennock's entry	10		
Bruce's entry	5	65	30
Coar's entry	10		
Coffee's entry	5		
Luna	5		

Three-quarters of a mile—Harry Bassett, $120; the field, $45.

HANDICAP STEEPLECHASE.—Donahue's entry, $35; Lobelia, $25; Sorrel Dan, $10; Lochinvar, $5; Shea's entry, $10.

The first race each day will come off punctually at half-past one o'clock P. M. The course can be reached by the New York and Harlem Railroad to Fordham. Extra trains will be run from Forty-second street every day during the races at twelve M. and half-past twelve P. M. It can also be reached by carriage through Central Park, Macomb's Dam, Central avenue, by Bloomingdale road to Kingsbridge, and by Southern Boulevard, via Third avenue bridge. Also by Third avenue and Fordham horse cars.

NASHVILLE BLOOD HORSE ASSOCIATION.

Second Day of the Fall Meeting—Wanderer the Winner of the Railroad Stake and Euchre the Association Purse, Mile Heats.

NASHVILLE, Oct. 1, 1872.

The second day's races of the Nashville Blood Horse Association came off promptly this afternoon. The weather was delightful and the track in splendid condition. The first event was the Railroad Stake, for all ages, two mile heats, $50 entrance, play or pay, the railroad to add $800; the second horse to receive $200. George H. Rice & Co.'s chestnut colt Wanderer was the winner, with General Buford's brown filly Hollyrood second and W. F. Stanhope's bay colt Frogtown third. The second race was for the Association purse of $300, mile heats. It was won by General Harding's chestnut filly Euchre, with J. J. Crowley's chestnut colt Quartermaster second and B. G. Thomas' bay filly Talaria third. The following are the summaries of the day's amusement:—

NASHVILLE, TENN., OCTOBER 1, 1872.—FALL MEETING OF THE NASHVILLE BLOOD HORSE ASSOCIATION.—SECOND DAY.—Railroad Stake, for all ages; entrance $50, play or pay; the Railroad to add $800, second horse to receive $200; two mile heats.

G. H. Rice & Co.'s ch. c. Wanderer, 4 years old, by Lexington, dam Coral	1	1
A. Buford's br. f. Hollywood, 4 years old, by Lexington, dam Miriam, by Glencoe	3	2
W. F. Starhope's b. c. Frogtown, 4 years old, by imp. Bonnie Scotland, dam Ada Cheatam, by Lexington	2	4
J. A. Grinstead's ch. f. The Dipper, 4 years old, by War Dance, dam the dam of Optemist	4	3

Time, 3:41¼—2:38½.

SAME DAY—SECOND RACE—Association purse $300; mile heats.

General Harding's ch. f. Euchre, 4 years old, by Brown Dick, dam Odd Trick, by Lexington	1	3	1
J. J. Crowley's ch. c. Quartermaster, 5 years old, by imported Bonnie Scotland, dam Rosette	2	1	2
B. G. Thomas' b. f. Talaria, 5 years old, by imported Australian, dam Lady Taylor, by Glencoe	3	2	3
Jonas Klisser's b. c. Bay Tom, 4 years old, by Reward, dam by Childe Harold	4	dis.	
Mr. Peyton's ch. c. Graham McNairy, 4 years old, by Jack Malone, dam Velvet, by Wagner	5	dis.	
Shelley Mann's b. g. Mephisto, 3 years old, by Ulverston, dam Mickey Free	dis.		

Time, 1:46¾—1:46½—1:47½.

MYSTIC PARK.

Two Trotting Events—Lady Wentworth and Lady Morris the Winners.

BOSTON, Mass., Oct. 1, 1872.

There was a good attendance to-day at Mystic Park to witness a purse race for horses that never beat 2:40, in which there were seven entries and five starters; and a match for $500 between Worcester's bay gelding Sam Curtis to wagon, and Bechler's brown mare Lady Morris in harness. In the first race Bigley's brown mare Lady Wentworth, who was the favorive over the field, won the first, third and fourth heats, beating Eames' gray mare Green Mountain Maid second, Hicks' chestnut gelding Ludlow Boy third, Anver's bay gelding Jim Fisk and Anver's sorrel mare Fannie. Time, 2:39—2:43—2:40¾ 2:40¾.

In the match Lady Morris was the favorite in the pools, and won an easy race in three straight heats. Time, 2:44¼—2:41¾—2:40½.

PHILADELPHIA.

Warrant of Bankruptcy Issued Against the McNeal Coal and Iron Company—Total Indebtedness $1,000,000—Railroad Accident on the Pennsylvania Central—The Fireman and Engineer Killed, but the Passengers Uninjured.

PHILADELPHIA, Oct. 1, 1872.

The United States Marshal has issued against the McNeal Coal and Iron Company a warrant in bankruptcy. Their liabilities are very heavy. Among their creditors are White, Fowler & Snow, of New York, $108,810; bonds secured to R. C. McMurtrie and J. O. Robinson, $195,600; the Lehigh Valley Railroad Company, $115,000; the Philadelphia and Reading Coal and Navigation Company, $250,000; E. A. Packer, of New Jersey, $32,000. The total indebtedness is $1,000,000.

The locomotive of the Cincinnati express on the Pennsylvania Railroad was thrown from the track, twenty-five miles west of this city, this morning. The accident was caused by some villain removing the joint bolts and plate from the rail on the outer curve and moving the rail out of gauge. The engine and express cars were thrown down an embankment twenty-five feet high. The fireman, Charles Kline, and the engineer, Samuel Keller, were killed. None of the passengers were injured.

THE MORRISANIA MILITIA.

An Investigation Into the Railroad Fight Commenced.

Statements of the Affray Elicited by Brigadier General Ryder—What the Officers Say—"Only a Little Fight Among Themselves"—How Some of the Wounds Were Inflicted—A Drunken Sergeant Making War on a Bogus Lieutenant.

The initial steps towards instituting an official military investigation touching the disgraceful conduct of Companies A and G of the Third regiment, N.G.S.N.Y., on board a Harlem Railroad train last Thursday, were commenced in the armory of the latter company at Melrose, Westchester county, yesterday afternoon. The meeting, which was announced as being altogether informal, was presided over by Brigadier General Ryder, Inspector General McQuade, Lieutenant Colonel Hatch, of the Third regiment, and Major Cole, of the Ordnance Department, being also present. Several of the militia were also in the apartment, and as the investigation progressed each one appeared as though he could not say enough regarding the extraordinary merits and rigid discipline of his own particular company. When General Ryder announced that the statements of the officers and others about to be submitted would not affect the status of either officers or privates, as the information to be elicited would only be used as the basis of a formal inquiry, the militia element present seemed gratified, and a member of one of the companies suggested that each witness be placed under oath. This question having been referred to General McQuade, that gentleman at once replied that the administering of an oath under the circumstances would be

ENTIRELY WITHOUT PRECEDENT.

It was accordingly decided by General Ryder to receive the *ipse dixit* of such officers as were with the companies at the time, or of any other soldier or civilian who was a witness to the conduct of the militia on the occasion referred to. As there were none of the train hands present, however, all the information elicited was given by officers and members of the companies indicated, who, while apparently truthful as to what came under their own personal observation, were evidently not in possession of a full knowledge of all that transpired in the railroad car. Before the investigating body assembled Captain Suavan, whose features betoken a mixture of discontent and irascibility, commenced

A DENUNCIATORY TIRADE

against Colonel Fay, charging him with incompetency. As he was addressing himself to General McQuade that officer rebuked him by saying that it looked badly to hear him speak disrespectfully of his (Suavan's) superior officer; that the present was neither the time nor place to make such a charge; and concluded by saying that Suavan's remarks were not calculated to set an example of discipline among his own men.

The first witness called was Captain Lambert, of Company G, who stated in substance as follows:—That he accompanied the members of his company from Morrisania to Mount Vernon on the morning in question, and on their return home saw them get on board the train, he being the last to enter the car. There were some six or eight passengers in the car when the militia entered, but the conductor soon gave them a car to themselves. The train had not proceeded far when one of the men informed him that

THERE WAS FIGHTING GOING ON

in the lower end of the car, upon which he proceeded, with overcoat on his arm, and separated the two men who were fighting. One of these he took by the throat and compelled him to sit down, while the intoxicated man was crying out that he must have satisfaction for the blows he had received. Shortly after this, and while the confusion continued, he observed August Brinckman and some others with bayonets in their hands, and at once ordered the non-commissioned officers to take the weapons away, which was done. One sergeant, who was drunk, refused to obey orders. The muskets were subsequently taken from the men and those who had been fighting were placed under arrest. He did not see any stabbing done, although Lot Hall, one of the company, showed him a wound behind his ear, which he said had been

INFLICTED BY A BAYONET

in the hands of a private named Louderbach. All the fighting took place between Woodlawn and Williamsbridge, and the conductor had ample time to collect all the fares, as many of the men yet retained the tickets purchased at West Mount Vernon, which they had not been asked for. August Brinckman, while trying to get into the forward car to have revenge on the man who struck him, either fell against the window or was pushed through, cutting his arm frightfully in three or four places. His wounds bled freely, and as he, being

GROSSLY INTOXICATED,

could not be prevailed upon to sit still, went through the car sprinkling the blood around the floor as well as on his companions. He did not accompany the men any farther than Fordham, as they were then all quiet, and he left the train in order to find surgical aid for Brinckman, whom he took with him for that purpose. It should also be stated that Captain Lambert emphatically denied having drawn his sword on the occasion.

Acting Lieutenant Diehl stated that he was on board the train and took command of Company G after the Captain left them at Fordham. He saw a man accidentally break a lamp in the car with his musket, and corroborated the trivial nature of the alleged fight, as set forth by Captain Lambert. In addition to Brinckman's injuries, he saw a man with a lump over his eye "half the size of a hen's egg." He also saw

THE ALLEGED BAYONET WOUND.

behind the ear of Lieutenant Hall. The latter party and Brinckman were very drunk, as was also Sergeant Vissenger, who, on being ordered to keep quiet by Diehl, made an effort to strike the latter with his musket. Diehl took the latter from Vissenger, but he could not be prevailed upon to keep quiet. The police at Tremont ordered him to take his men out of the car, and at his command they did so in an orderly manner. Only one of them refused to leave, as he said he had paid his fare to Morrisania. This man was arrested and taken to the police station.

Upon inquiries made by General McQuade, it transpired that Diehl, who was acting as first lieutenant, and for a portion of the day in command of the company, had

NEVER RECEIVED A COMMISSION,

and was, consequently, only a private in the ranks. Under such circumstances he was not entitled to any obedience on the part of the men.

Captain Suavan, of Company A, when asked to state what he knew regarding the conduct of his company on the train, could give no information, as, according to his own statement, his command left Mount Vernon while he was partaking of refreshments in a lager beer saloon at that place. During the investigation he cast

SAVAGE GLANCES

at the members of the press, and in other respects demonstrated that although he may be competent to direct the movements of his company he has not yet learned to command himself.

General Ryder expressed his readiness to hear what any person present had to say in addition to what had been heard, and stated that he would have been pleased to have received the statements of any of the train officials. He also said that the Superintendent of the Harlem Railroad had informed him that he had a list of witnesses to the transaction, but none of them put in an appearance.

At the suggestion of General McQuade General Ryder announced his intention of instituting an official military inquiry regarding the whole affair at an early day.

MAILS FOR EUROPE.

The steamship Wisconsin will leave this port on Wednesday for Queenstown and Liverpool.

The mails for Europe will close at the Post Office at twelve o'clock M.

THE NEW YORK HERALD—Edition for Europe—will be ready at half-past nine o'clock in the morning.

Single copies, in wrappers for mailing, six cents.

SHIPPING NEWS.

WHITESTONE TELEGRAPH.

The NEW YORK HERALD has constructed a telegraph line from New York city to Whitestone, LI, and the same is now open for the transaction of business.

This line will be found of great service to those having business with vessels passing to and from the Sound, and every facility will be given to merchants and others to communicate promptly.

As there is no other telegraphic communication with Whitestone, the Herald Line will be open for all business and private messages, and the same attended to with all possible despatch.

All messages must be prepaid.

The following rates have been established:—

Private messages, twenty-five cents for ten words or less; two cents for every additional word.

Business messages—For a message of twenty words or less, to be delivered on board vessels off Whitestone, one dollar; five cents for every additional word.

Advertisements for NEW YORK HERALD free.

OFFICES.

Herald Office, corner Broadway and Ann street.
Herald Ship News Office, pier No 1 East River.
Herald Branch Office, No 1265 Broadway.
Whitestone Dock, Whitestone, LI.

Almanac for New York—This Day.

SUN AND MOON.			HIGH WATER.		
Sun rises		5 57	Gov. Island	eve	8 19
Sun sets		5 41	Sandy Hook	eve	7 34
Moon sets	morn	— —	Hell Gate	eve	10 04

OCEAN STEAMERS.

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

Steamers.	Sails.	Destination.	Office.
Wisconsin	Oct. 2	Liverpool	20 Broadway.
City of Antwerp	Oct. 3	Liverpool	15 Broadway.
Thuringia	Oct. 3	Hamburg	61 Broadway.
City of Brussels	Oct. 5	Liverpool	15 Broadway.
Main	Oct. 5	Bremen	2 Bowling Green
Australia	Oct. 5	Glasgow	7 Bowling Green
St Laurent	Oct. 5	Havre	36 Broadway.
City of Paris	Oct. 7	Liverpool	15 Broadway.
Manhattan	Oct. 9	Liverpool	29 Broadway.
City of Limerick	Oct. 10	Liverpool	15 Broadway.
Hammonia	Oct. 10	Hamburg	61 Broadway.
Oceanic	Oct. 12	Liverpool	19 Broadway.
Cimbria	Oct. 17	Hamburg	61 Broadway.
France	Oct. 19	Havre	58 Broadway.

PORT OF NEW YORK, OCT. 1, 1872.

CLEARED.

Steamship Leo, Dearborn, Savannah—Murray, Ferris & Co.

Steamship South Carolina, Becket, Charleston—H R Morgan & Co.

Steamship Fanita, Doane, Philadelphia—Lorillard Steamship Co.

Steamship Hatteras, Lawrence, Boston—H F Dimock.

Ship C H Marshall, Hutchinson, Liverpool—C H Marshall & Co.

Ship Thos Dunham, McLean, Bremen—Thos Dunham's Nephew & Co.

Ship John Watt, Morse, Savannah—J W Elwell & Co.

Bark Choice (Br), Gance, Cork for orders—Funch, Edye & Co.

Bark Olaf Glas (Swed), Nernst, Cork for orders—Funch, Edye & Co.

Bark R B Chapman (Br), Atkinson, Rotterdam—Tetens & Boekmann.

Bark Fallas (Br), Beddie, Belize—Wm Jex.

Brig LaEsche le (Ital), Cacace, Palermo, &c—Slecovich & Co.

Brig Brazilianeran (Dan), Kofoed, Rio Janeiro—Funch, Edye & Co.

Brig Wesley Seymour (Br), Spicer, Aspinwall—J F Whitney & Co.

Brig J M Jones (Br), Dean, Halifax—D R DeWolf & Co.

Brig Union (Br), LeBrocq, Paspebiac—J C McArthur & Co.

Brig J Bickmire, Henley, Portland—C B Swain & Son.

Schr Gersh Banker, Hamfield, Para—F Moran.

Schr Annie Burr, Smith, Aspinwall—H J DeWolf & Co.

Schr Lucia Murchison, Johnson, Wilmington, NC.

Schr Sarah Lavinia, Anderson, Norfolk, Va—Slaght & Petty.

Schr Flying Scud, Owens, Richmond, Va—Slaght & Petty.

Schr Mary Ellen, Tooker, Richmond, Va—Slaght & Petty.

Schr Breeze, Cranmer, Washington, DC—Slaght & Petty.

Schr A J Bentley, Robinson, Washington, DC—Slaght & Petty.

Schr John Brills, Jones, Baltimore—Wm Chalmers.

Schr D Holway, Cummings, Boston—Z Simpson.

Schr Venelia, Allen, Boston—H F Brown & Co.

Schr Horace L Francis, New Haven—E D Smith.

Sloop Mary Elizabeth, Start, Providence—H W Jackson & Co.

Sloop Sophia, Burns, Providence—H W Jackson & Co.

Steamer [illegible], Philadelphia, Davis, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamship Manhattan (Br), Price, Liverpool Sept 18, via Queenstown 19th, with mdse and 178 passengers to Williams & Guion. Had westerly winds all the passage. Sept 25, lat 48 30, lon 47, signalled ship Hampden (Br), bound E; 26th, 22 miles W of Cape Race, signalled bark Seawfell (Br), bound E; 28th, lat 43 30, lon 59 55, passed steamship Minnesota, hence for Liverpool; 29th, lat 41, lon 66 40, a NG steamer, bound E.

Steamship Montgomery, Faircloth, Savannah Sept 28, with mdse and passengers to R Lowden.

Steamship Isaac Bell, Blakeman, Richmond, City Point and Norfolk, with mdse and passengers to the Old Dominion Steamship Co.

Steamship Volunteer, Bloodgood, Philadelphia, with mdse to J Lorillard.

Bark Theodosius Christian (NG), Schwerdtfeger, Liverpool, 62 days, with salt to order; vessel to C Tobias & Co. Took the northern passage, and had strong westerly gales up to the Banks; stove boat and water casks; been 14 days west of the Banks, with N and N W winds. Aug 29 Kornelius Pennert, boy aged 16 years, a native of Dantzic, fell from the fore rigging overboard, and was drowned.

Bark Orion (Russ), Humble, Glasgow, 39 days, with coal to order; vessel to Tetens & Boekmann. Took the northern passage and had fine weather to Sept 18 and 19, then encountered a hurricane from ESE to E around to NW, lasting 20 hours, in which stove bulwarks and split sails; been 12 days W of the Banks, with variable winds. Sept 17, lat 41 lon 57, spoke bark Magnet, from Liverpool for Richmond, Va.

Bark Richard Pearse (of Windsor, NS), Bartaby, Matanzas 10 days, with sugar to J F Whitney & Co. Had light winds and much rain up to Hatteras.

Brig Minnie Miller (of Portland), Leland, Brunswick, Ga, 6 days, with lumber to Wilson & Godfrey; vessel to Miller & Houghton. Been 4 days north of Hatteras, with variable weather.

Schr Lizzie Ives, Saxton, St Croix 9 days, with rum, &c, to B J Wenberg.

Schr G & N Rogers, Cubberly, Virginia.

Schr Maria & Elizabeth, Soper, Virginia.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Tillie, Bailey, New London for New York, with mdse and passengers.

Ship Hannah Morris (Br), Morris, New Haven for New York, in ballast, to Snow & Richardson.

Brig Abstinence (Br), McNamara, Wentworth for New York, 7 days, with plaster to Crandall, Berteaux & Co.

Brig Torrid Zone (Br), George, Boston for New York, in ballast, to master.

Brig L Warren, Gott, Providence for New York, in ballast, to master.

Brig J B Kennedy, Rich, Providence for New York, 3 days, in ballast, to Evans, Ball & Co.

Brig Albert Lawrence, Swift, Fall River for New York.

Schr D W Clark (Br), Peck, St John, NB (via Newport), for New York, 14 days, with lumber to Henry & Parker. Sept 20 and 21 experienced heavy gale from SE, veering round to WNW. Lost part of deck load.

Schr Spartel, Smith, Windsor, NS, for New York, 9 days, with lumber to Jed Frye & Co.

Schr Caledonia (Br), Layton, Wentworth for New York, 8 days, with plaster to Crandall, Berteaux & Co; vessel to F I Nevius & Son.

Schr Nicolar, Kelley, Machias for New York, with lumber to F Talbot & Co.

Schr Alice B, Alley, Boston for New York, with ice to Knickerbocker Ice Co.

Schr R Leach, Pendleton, Rockland for New York, with lime to Brown.

Schr E H Williams, Pendleton, Middletown for New York, with stone to order.

Schr White Rock, Lafferty, Portland for New York, with stone to Bridge Co.

Schr Mary Brockway, Brockway, Connecticut River for New York.

Schr Abel C Buckley, Buckley, Bridgeport for Philadelphia.

Schr F St Clair Edwards, Ireland, Boston for Philadelphia.

Schr Sarah Hoffman, Hoffman, Branton, Mass, for Philadelphia.

Schr Helen H Barnes, Avery, New Haven for New York.

Schr Martha Jennings, McBirney, New Haven for Rondout.

Schr Fashion, Hudson, Providence for New York.

Schr Texas, Chapin, Taunton for Elizabethport.

Schr Escort, Walker, Bridgeport for New York.

Schr C F Hazard, Clark, Bridgeport for New York.

Schr Centurian, Rogers, New Haven for New York.

Schr E B Wheaton, Acker, Boston for Philadelphia.

Schr Yosemite, Mott, Rockland for New York.

Schr Alfred Chase, Whitney, Gloucester for New York.

Schr Geo Hotchkiss, O'Rorke, Fall River for New York.

Schr Julia A Tate, Tate, Bridgeport for New York.

Schr L A Tolles, Hoyt, Fall River for New York.

Schr Richard Van Saine, Power, Boston for New York.

Schr Minnie Hill, Baker, Providence for New York.

Schr Kate Callahan, Avery, Colchester for Rhinebeck.

Schr R W Potter, Matthews, Saybrook for New York.

Schr Adeline Pameline, Lewis, Fall River for New York.

Schr Lottie, Cook, Boston for Baltimore.

Schr Henry Castoff, Duncan, Providence for New York.

Schr B F Waite, Elwood, New Bedford for New York.

Schr F Merwin, Bunce, Coldspring for Rondout.

Schr Emma & Ellen, Stewart, Hartford for Albany.

Schr J R Allen, Gravel, Greenport for Philadelphia.

Schr Sarah A Buckley, Buckley, —— for Albany.

Schr Sarah Laverne, Avery, Brantford for New York.

Schr Josephine, McDonnell, New Haven for New York.

Schr Alida L Averell, New Bedford for Philadelphia.

Schr Geo Washington, Peck, Providence for New York.

Schr Evelyn, Burger, Stamford for New York.

Schr O C Acken, Mead, Stamford for New York.

BOUND EAST.

Steamship Hatteras, Lawrence, New York for Boston.

Bark R D Chapin, Buchanan, New York for Rotterdam.

Brig N L St Pierre (Br), Haley, New York for St John, NB.

Schr E E W Babcock, Babcock, Port Johnson for Westerly.

Schr Samuel P Godwin, Waterbury, Elizabethport for Stamford.

Schr Dart, Williams, New York for Stamford.

Schr Stephen Taber, Cox, Hoboken for Glen Cove.

Schr Yarmouth, Baker, New York for Hyannis.

Schr Ann Eliza, Caswell, Elizabethport for Providence.

Schr G C F Anson, Hyde, Rondout for Norwich.

Schr J S Terry, Raynor, Port Johnson for Providence.

Schr Whistler, Keele, New York for Taunton.

Schr Golden Rule, Wilson, Elizabethport for Norwalk.

Schr C C Smith, Phillips, Hoboken for Taunton.

Schr W S Thompson, Larder, Hoboken for New Haven.

Schr Ida S Allen, Dudley, Hoboken for Boston.

Schr Eugene, Hawes, New York for Saugerties.

Schr Nile, Metcalf, Port Johnson for Rockland.

Schr Neptune, Locke, Elizabethport for Norwalk.

Schr Sallie T Chartre, Ponder, Port Johnson for Taunton.

Schr M B Carlisle, Northrup, Port Johnson for Providence.

Schr G L Dabot, Rackett, New York for Greenport.

Schr M A Predmore, Sherman, Port Johnson for Norwich.

Schr Lizzie J Clark, Pendleton, New York for Bangor.

Schr E F Smith, Beck,