SHOCKING RAILROAD ACCIDENT.

Collision on the Jamesburg Railroad, in New Jersey.

Explosion of a Locomotive—Two Men Killed and Several Injured—A Heroic Engineer—Affecting Scenes at the Wreck.

Between six and seven o'clock on Thursday evening a terrible collision occurred on the Amboy division of the Pennsylvania Railroad.

The passenger train, which takes passengers from Philadelphia and New York at Monmouth Junction for the Amboy division, had orders to run and lay up at Dayton turnout for extra No. 668, to pass which was a coal train from South Amboy. No. 668 had orders to run to Dayton and lie there for the passenger train to pass from Monmouth junction. This last order to 668 was countermanded through the carelessness of the operator, and according to the dispatch the conductor gave orders to run to Monmouth junction instead of Dayton. The following is a copy of the dispatch:—"From Trenton for extra No. 668 at Jamesburg. Meet extra No. 615 at Dayton, then run to Monmouth junction off of all extras. Run to Dayton off of train No. 80." These were the orders, but the operator issued them as follows:—"Meet ex No. 615 at Dayton, then run to Monmouth Junction off of train No. 80." It will be seen that some of the most important parts of the despatch were omitted, which was the means of causing the collision. Immediately after the collision the boiler of the locomotive of train No. 668 exploded, killing instantly Christopher Beckman, the fireman, whose body was found twenty yards distant in a ditch, to which it had been carried by the force of the explosion. Both of his legs were cut off below the knee and found under the wreck of the locomotive. Beckman lived in Trenton but was a native of Charleston, S. C. Obediah Freeman, fireman of the passenger train, who was severely injured, died in twelve hours after the occurrence. Jacob Tyndall, engineer of the coal train, received, probably, fatal injuries and lies in a very precarious condition at Monmouth Junction. Freeman is a native of Freehold, N. J., and Tyndall, who leaves a wife and five children, belongs to Yardville, N. J. Joseph Davison engineer of the passenger train had his arm broken and received a very bad scalp wound. He belongs to Freehold. John Collins, a brakeman, was also badly injured. He is from Camden, N. J. None of the passengers were hurt. Tyndall's father, mother and wife visited him yesterday, when a very affecting scene took place. The poor man was unconscious, and was not able to talk to them. They all wept bitterly over his mutilated form, and the interview lasted for some time. A curious feature in the catastrophe was that the road on which it occurred runs in a straight line from Monmouth Junction to Jamesburg—devoid of all curves and other obstructions—and it is rather strange that the engineers of the respective trains did not see each other in time to avoid the collision. The locomotive which exploded was strewn around the scene of the casualty. Chunks of iron weighing seventy-five pounds were found in the woods, 150 yards distant; the house of the engine was blown to atoms, and the sandbox was carried a distance of 200 yards. The steam dome, weighing 300 pounds, and a coal pick were found where they were blown, a distance of 400 yards away in the woods. The exploded engine is completely demolished, and the other one badly damaged. Only one empty coal car was wrecked, and the baggage car received but slight injuries. Trains were delayed for about twelve hours in consequence of the obstruction, which was not cleared away till eight o'clock yesterday morning.

It was most marvellous that the passengers escaped uninjured. By the force of the collision the engines were so firmly wedged together that it required two locomotives to pull them apart. The baggage car was carried on top of one of the engines. Martin Conover, the operator, and who, it is alleged, was the cause of this sad calamity (whether intentional or otherwise cannot be ascertained), hastily took his departure for parts unknown after the first intimation he received of the occurrence, stating before he left that he could not bear to await an examination into the matter, as he feared it might result seriously to him. No blame can be attached to Mr. Stuart, the superintendent of the telegraph department. Conober was always considered by him an reliable man.

James Higgins, a Justice of the Peace of Monmouth Junction, held an inquest over the remains of the deceased fireman, Obadiah Freeman, yesterday afternoon, at that place, when a jury of twenty men was empanelled. Several witnesses were examined, among whom were Mr. Stuart and the conductor of the passenger train, who testified substantially to the facts given above. Their verdict was as follows:—"We find that Martin Conober, of Trenton, a telegraph operator for the Pennsylvania Railroad Company, through gross carelessness and negligence, was the cause of the collision on the Jamesburg branch of the Pennsylvania Railroad, where the said Obadiah Freeman came to his death; and we further find that the Pennsylvania Railroad Company are, in our opinion, censurable for recklessness in the manner in which they run their trains on said railroad, and especially on the 31st of October, 1872, whereby the collision occurred, and by reason thereof Obadiah Freeman came to his death."

The place where the casualty occurred is midway between Jamesburg and Monmouth Junction, on the Amboy division of the Pennsylvania Railroad.

Poor Tyndall, like Doc. Simmons, stood by his engine to the last. The fireman told him to jump off, but he refused. To the sympathizers who stood by him at Monmouth Junction he exclaimed, "I could not leave my engine; I had to stop her, and I did almost do it. I thank God for one thing: I can die with a clear conscience, for it was not my fault."

THE INDIANS HOMEWARD BOUND.

The Indian chiefs who have been visitors in this city for the past few days left last evening for Chicago, where they will be detained for a short stay, that they may receive still further impressions of civilization. They spent yesterday afternoon in the enjoyment of a trip down the bay, the police boat being called into service to carry them. The magnificent panorama offered to their vision by the varied and beautiful sights in and around the harbor called forth from the savages expressions of astonishment and admiration. Care was taken to explain to the chiefs the wonderful power of the "Big Father" should he wish to use it in defending his possessions against all the nations of the earth, and how really insignificant was "Big Injun's" warfare against so mighty a person as Uncle Sam, if that good-natured gentleman got angry or wrathful. In the evening, previous to the departure of the delegation, the halls of the Grand Central were crowded with guests and others who were hovering around to take a peep at the bloodthirsty warriors before their departure to the scalping grounds. They went as they came, slightly bewildered by all the sights they had seen that were floating in their heads, and scarcely able to realize what a thing civilization is.

THE SCOTT MONUMENT.

The statue of Sir Walter Scott will be unveiled on the Mall in Central Park this afternoon. The exercises will begin at two o'clock with music by the band, and at three o'clock the Committee of Arrangements, with the order of the day and the Commissioners of Public Parks, will march to the ground from the Casino, escorted by the Caledonian Club and a battalion of Highlanders from the Seventy-ninth regiment.

The following will then be the order of exercises:—

1. Overture, "Guy Mannering" ..... Sir H. Bishop
2. Presentation address by Richard Irvin, Chairman of the Scott Monument Committee.
3. Unveiling of the statue by William Wood.
4. Pibroch by the bagpipes.
5. Reception of the statue by Andrew H. Green, Vice President Department of Public Parks.
6. Overture, "Montrose" ..... Sir H. Bishop
7. Address by William Cullen Bryant.
8. "God Save the Queen," followed by "Hail Columbia," by three bands under the direction of Mr. Dodworth.

The performance of other musical selections will terminate the ceremonies.

FROUDE AT ITHACA.

ITHACA, N. Y., Nov. 1, 1872.

Mr. Froude concluded his course of historical lectures in the Cornell University this evening. At the close of his lecture he was serenaded by the students, who marched to the house at which he is stopping, bearing torchlights. An address was made in behalf of the students by a member of the Senior Class, to which Mr. Froude responded and was heartily cheered. Mr. Froude goes at once to Brooklyn.

FATHER BURKE AT ST. MARY'S CHURCH.

The eloquent Dominican preacher, the Rev. Father Burke, will preach to-morrow morning, at the half-past ten o'clock mass, in St. Mary's church, corner of Grand and Ridge streets, the subject being "The Saints of God." This subject, no doubt, is suggested by the feast of yesterday, and will afford the gifted preacher an opportunity to expound the doctrine of his Church on a question that once was and to a great extent is still the theme of much controversy between the Catholics and the protesting religionists. The wonderful versatility of the preacher in the subject matter of his discourses receives here another exemplification. To-morrow evening Father Burke is announced for a lecture in the Academy of Music, Brooklyn, where an enthusiastic audience always awaits him.

THE FUNERAL OF MRS. GREELEY.

Services at Dr. Chapin's Church.

The funeral obsequies of Mrs. Horace Greeley took place at noon yesterday in the presence of one of the largest church gatherings ever known in this city, at the Church of the Divine Paternity (Fourth Universalist), of the corner of Forty-fifth street and Fifth avenue. The galleries and aisles were thronged half an hour before the time appointed, mostly with ladies, though a great number of the literary and political friends of Mr. Greeley could be discovered here and there through the crowd. The seats in the centre of the church were set aside for the use of the bereaved family and their more intimate friends.

At a few minutes past eleven the cortege, consisting of about twelve carriages, left the residence of Alvin J. Johnson, on Fifty-seventh street, where the body of deceased had lain since her death, and proceeded to the church. During the morning the friends of deceased had thronged the parlors, taking their last look upon the features of the beloved one, and it was long after the stated hour that the casket could be closed. The funeral procession arrived at Dr. Chapin's church at a few minutes past twelve. The people had gathered in almost a dense mass on the steps, and it required some effort on the part of the police to open a way for the pall bearers. The casket was carried up the aisle followed by these gentlemen as pollbearers:—Augustus Schell, John E. Williams, Waldo Hutchins, Dr. Bayard, Alvin J. Johnson, Richard H. Manning, Marcus Spring, Isaiah S. Williams, Ivory Chamberlain and John R. Stuart.

Behind these came Mr. Greeley, escorting his daughter Ida, Mrs. Lamson and Gabrielle; Mr. and Mrs. Sinclair, Mr. and Mrs. Ripley, Samuel Sinclair, Jr., and wife, George Hoffman, Whitelaw Reid, Samuel J. Tilden, Mrs. Partridge, Mrs. Stuart and a long line of personal friends of the family. A solemn strain of music from the organ was performed as the procession moved up the aisle. The casket was a very handsome one of polished walnut, with silver mouldings and handles. On the lid was a silver plate with the simple inscription:—

MARY Y. C. GREELEY.

The coffin was decorated with a wreath and cross of beautiful white flowers, and a cross of exotics was borne up the aisle and placed inside the chancel. The choir, which was composed of Mme. De Ruyther, Mme. De Gebele, Dr. J. A. Kelley and George C. Deyo, rendered the following selections:—Anthem—"Unveil thy bosom, faithful tomb" (Handel), and the hymn, "They are not lost, but gone before" (Zeuner). The organist, Albert J. Holden, performed the Funeral March, by Beethoven. After the dirge Dr. Chapin read selections from the Scriptures for the comforting of the bereaved, beginning with "Blessed be God, the Father of all mercies," and closing with Paul's invocation, "Thanks to God, who giveth us the victory."

Dr. Chapin then delivered the funeral sermon. He said it was not an occasion for much speech, for words cannot soothe the mourners' sufferings, nor can they describe their feelings. All that could be said was embraced in the words of St. Paul, which had just been read, "Thanks be to God which giveth us the victory." He then proceeded to describe the nature of the victory referred to. Tears, he said, were a blessing, and he thanked God for the tears shed at the grave of Lazarus, for those which Christ wept over Jerusalem and in the garden of Gethsemane. He spoke of the Christian's sorrow, which is not without hope; he does not abandon himself to grief, but feels that there is still something worth living for; he has faith in the power of God and in His infinite, divine goodness, and while his heartstrings are wrung he can still say, "Father, not my will, but thine be done." This faith brings the only consolation. When we begin to realize our loss there is the simple assurance that although they will not return to us we can go to them. These are the only words of consolation he (the speaker) could utter. We must not look backward, but upward, and find our consolation there. The speaker then referred to the sufferings and patience of the deceased in beautiful terms, and her abiding faith throughout all her sufferings, and at the close of the address offered prayer.

The benediction was then pronounced, and the body was conveyed to Greenwood for burial, followed by a long line of carriages. Rev. Mr. Schweitzer conducted the exercises at the grave, which were very brief.

ANOTHER EPISCOPAL CHURCH BUILDING.

Calvary Mission Demanding Enlargement—Corner-Stone Laying Yesterday—Addresses by Bishops Potter, Coxe, Whipple and the Bishop of Rhode Island—Description of the Building.

Yesterday the corner stone of a new Episcopal church was laid in Twenty-third street, near Third avenue, by Bishop Potter, assisted by the Bishops of Western New York, Rhode Island and Minnesota and half a dozen clergy of the churches in the neighborhood. After the usual religious ceremonies had been performed, and the stone, with its contents—the ordinary public documents, newspapers, prayer and other books and periodicals—had been laid, Bishop Potter mounted it and congratulated the vestry of Calvary church, who stood before him, and the large congregation around him, on the inauguration of this enterprise. A short time ago he said he had laid the corner stone of another church, and to-morrow (to-day) he goes a few miles from this city to perform the same office for another church. He was rejoiced to be able to say that the work of the Lord is prospering in their hands. Bishop A. Cleveland Coxe, formerly rector of Calvary church, in this city, addressed the audience, and rejoiced that this edifice was but the prelude to a cathedral, which he hoped would be built here, but which should rival that of Cologne, that took 500 years to erect. He hoped Bishop Potter would live to see it, not complete, but under way. The Bishop of Rhode Island was glad to be able to take part on such an occasion, because the multiplication of churches, expensive as they are, reduced the expenses for police, jails, almshouses, &c.; and were the churches to be blotted out of this city to-day, in five years' time the men who sustain them would be bankrupt by the imposition of taxes for the other houses named. Bishop Whipple, the "Apostle John" of the Episcopal Church, as Bishop Coxe called him, and as his brethren generally speak of him, expressed his gratefulness for the opportunity thus given him, because, he said, the rector of Calvary church was the first here to take a real interest in the Indians, among whom he (Whipple) is now laboring. He could take the audience now to seven regular Indian churches among the Santees, Yanktons, Ojibways, &c., in Minnesota, in some of which every man is a believer in Jesus Christ, and he was glad that churches are being multiplied, where the same Gospel that has saved them may be preached to others also.

The Rev. Dr. Washburn, rector of Calvary church, being now absent in Europe for his health's sake, Bishop Potter referred to him, and took a vote of the audience that they would pray for his speedy recovery and return home. The "Gloria in Excelcis Deo" was sung, prayer offered, and the audience dismissed.

The new building is located nearly opposite the old chapel in Twenty-third street. The old one, which had become too small for the regular congregation, is still to be used as a mission chapel by Grace church. The new Calvary chapel includes a school house, reading room, class rooms, &c., and church. The school is placed on Twenty-third street and the church at the back of the lot, entered through a large porch occupying the centre of the street front. By this arrangement sufficient light is obtained for the school from the street, and for the church by means of clerestory windows and windows opening on a court on the east side of the building. The walls of the porch will be of red and white brick and Berea sandstone, the floor being tiled and the ceiling constructed of moulded timber, oiled and varnished. On the schoolhouse is placed a bell turret, 98 feet high. The church measures 65x64 feet; baptistry, 30x20 feet; chancel, 26x17 feet; schoolroom, 62x40 feet; infants' gallery, 40x27 feet; the nave roof being 58 feet to ridge. The church will have between seven and eight hundred sittings, and the school house will accommodate about six hundred children. The windows of the church will be imported from England, several of them being memorials given by liberal friends of the mission. The style adopted is thirteenth century Gothic. The contracts for the building, exclusive of chancel furniture and benches for schoolhouse, have been taken at about fifty-three thousand dollars. Mr. C. C. Haight is the architect.

NAVAL INTELLIGENCE.

Examinations Above the Grade of Lieutenant Commanders.

By law all naval officers below the grade of Commodore subsequent to promotion to a higher grade are obliged to appear before a board for the purpose of being examined. Heretofore this was supposed to refer rather to physical and to moral fitness and little consideration was given to the professional examination of officers of higher grade than lieutenant commander. It is understood that this will not be the case hereafter, and that officers of the higher as well as other grades will be examined professionally in all that relates to a practical performance of their own duties and of intelligently examining and instructing those who may be placed under their command.

THE WEATHER.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, Nov. 1, 1872.

Synopsis for the Past Twenty-four Hours.

The barometer continues low in New England and the Middle States, with northwesterly winds, clear and clearing weather extending to the Lower Lakes, with light rain in Northerly New England. Northeasterly winds and partly cloudy weather prevail in the Gulf and South Atlantic states and threatening weather on the Western Gulf. In the Northwest and thence over the Upper Lakes and to the Ohio Valley, falling barometers, southerly winds and threatening weather.

Probabilities.

In New England and the Middle States clearing and clear weather, with increased pressure and northerly winds, will prevail; in the South Atlantic and Gulf States northerly to easterly winds and generally clear weather in the former, but increasing cloudiness and light rain in the latter; in the Northwest, and thence to Lake Michigan and the Lower Ohio Valley, clearing weather and northwesterly winds; but falling barometers, brisk southerly to westerly winds in Michigan and on the Lower Lakes, and thence to West Virginia in the evening.

The Weather in This City Yesterday.

The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, HERALD Building:—

	1871.	1872.		1871.	1872.
3 A. M.	64	44	3:30 P. M.	66	58
6 A. M.	65	46	6 P. M.	58	53
9 A. M.	66	49	9 P. M.	51	50
12 M.	67	55	12 P. M.	49	47

Average temperature yesterday 50¼
Average temperature for corresponding date last year 60¾

A BOY BURIED ALIVE.

A boy named John Berry, about ten years of age, was playing on the side of a big sand bank in Cedar street, Paterson, on Thursday afternoon, when the embankment caved in and buried him alive. Before he could be extricated he was smothered to death. Coroner Quin viewed the body and gave a permit for burial.

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	6 31		Gov. Island	eve	9 17
Sun sets	4 56		Sandy Hook	eve	8 32
Moon sets	eve	5 59	Hell Gate	eve	11 02

OCEAN STEAMERS.

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

Steamers.	*Sails.*	*Destination.*	*Office.*
City of Montreal	Nov. 2	Liverpool	15 Broadway.
Atlantic	Nov. 2	Liverpool	19 Broadway.
India	Nov. 2	Glasgow	7 Bowling Green
Hermann	Nov. 2	Bremen	2 Bowling Green
Washington	Nov. 2	Havre	58 Broadway.
Minnesota	Nov. 6	Liverpool	29 Broadway.
Trinacria	Nov. 6	Glasgow	7 Bowling Green
City of Antwerp	Nov. 7	Liverpool	15 Broadway
Westphalia	Nov. 7	Hamburg	61 Broadway.
Celtic	Nov. 9	Liverpool	19 Broadway.
City of Brussels	Nov. 9	Liverpool	15 Broadway.
California	Nov. 9	Glasgow	7 Bowling Green
Deutschland	Nov. 9	Bremen	2 Bowling Green
Bremen	Nov. 13	Bremen	2 Bowling Green
City of Baltimore	Nov. 14	Liverpool	15 Broadway.
Helvetia	Nov. 16	Hamburg	61 Broadway.
Oceanic	Nov. 16	Liverpool	19 Broadway.
Australia	Nov. 16	Glasgow	7 Bowling Green
Rhein	Nov. 16	Bremen	2 Bowling Green
St Laurent	Nov. 16	Havre	58 Broadway.
Thuringia	Nov. 21	Hamburg	61 Broadway.

PORT OF NEW YORK, NOV. 1, 1872.

CLEARED.

Steamship India (Br), Brown, Glasgow—Henderson Bros.
Steamship Old Dominion, Bourne, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Ship Loch Ness (Br), Meiklejohn, Glasgow—Henderson Bros.
Bark Antonietta Bozzone (Ital), Ruggiero, Cork or Falmouth—A P Agresta.
Bark Orion (Rus), Humble, Cork or Falmouth—Tetens & Bockmann.
Bark Ragna (Nor), Otterbeck, Cork for orders—Funch, Edye & Co.
Bark Aukathor (Nor), Scheen, Cork—Funch, Edye & Co.
Bark Addie McAdam, Partridge, Matanzas—Brett, Son & Co.
Brig Bismarck (Br), McCullery, Liverpool—J F Whitney & Co.
Brig Favorite, Duell, Barbados—H Trowbridge's Sons.
Brig R W Messer, Smith, Fernandina—H W Loud & Co.
Schr Elizabeth De Hart, Low, Curacoa—Miller & Houghton.
Schr J M Stevens (Br), Edgett, Harvey, NB—P I Nevius & Son.
Schr Cuba (Br), Baldwin, St George, NB—Heney & Parker.
Schr Mary Ellen (Br), Brett, St Andrews and St George—Jed Frye & Co.
Schr Madison Holmes, Bayles, St Augustine—Van Brunt & Bro.
Schr Lucy D, Hall, Wilmington—Bentley, Miller & Co.
Schr Mott Bedell, Bedell, Richmond, Va—A Abbott.
Schr Sallie B, Bateman, Richmond, Va—Evans, Ball & Co.
Schr Geo G Lewell, Patterson, Elizabethport—P I Nevius & Son.
Schr Anna Bell, Elkins, New Haven—Stannard & Thebaud.
Steamer Annie, Steen, Wilmington, Del—A Abbott.
Steamer Mayflower, Fults, Philadelphia.

ARRIVALS.

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

Steamship Arragon (Br), Western, Bristol Oct 17, with mdse and 76 passengers to E E Morgan's Sons. Oct 31, at 4 PM, off Nantucket, passed steamship Scotia, hence for Liverpool.
Steamship City of Austin, Eldridge, Galveston Oct 22 and Key West 25th, with mdse and passengers, to C H Mallory & Co. Oct 25, at 6:30 PM, about 12 miles east of Key West, fell in with steamship Gen Meade, and took from her the captain and crew of steamship Victor, from New York for New Orleans, which went ashore on Florida Beach, near Jupiter Lighthouse, night of 20th, in consequence of breaking her shaft. Since Oct 28 has had strong N and NE gales and a very heavy sea.
Steamship Montgomery, Faircloth, Savannah Oct 26, with mdse and passengers to R Lowden. Had heavy gales the entire passage. The Montgomery towed to this port from Tybee Bar the steamship Huntsville, with shaft broken.
Steamship Huntsville, Crowell, Savannah Oct 26, with mdse and passengers to R Lowden. (The H had her shaft broken, and was towed to this port by steamship Montgomery.)
Steamship Albemarle, Walker, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.
Steamship Fanita, Doane, Philadelphia, with mdse, to J Lorillard.
Brig Eliza Thomson (of New Haven), Howe, Arecibo, PR, 15 days, with sugar to L W & P Armstrong. Has been 7 days north of Hatteras, with heavy NE gales.
Brig Frank Clark (of Damariscotta), Morton, Savannah 14 days, with lumber to Jas Bigelow; vessel to master. Has been 10 days north of Hatteras, with heavy NE gales; was up to Sandy Hook 27th ult, and was obliged to haul off on account of the NE gale prevailing at the time.
Schr M S Tibbitts, Roberts, Virginia.
Schr J B Meyers, Elwood, Virginia.
Schr J H Rapp, Cole, Virginia.
Schr J W Morris, Perce, Virginia.
Schr A S Cannon, Hunt, Virginia.
Schr Ella Bodine, Butler, Virginia.
Schr J & D Cranmer, Matthews, Virginia.
Schr H W Godfrey, Jarvis, Virginia.
Schr John Brill, Jones, Virginia.
Schr J W Rumsey, Brown, Baltimore for Bridgeport.
Schr Frank Herbert, Crowell, Philadelphia for Portland.
Schr S A Reed, Arnold, Philadelphia for Middletown, Conn.
Schr C E Smith, Danson, Philadelphia for Providence.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Tillie, Bailey, New London for New York, with mdse and passengers.
Schr Adelia (Br), Foote, St John, NB, for New York, 4 days, with lumber to P I Nevius & Son.
Schr Susan Scranton, Tirrell, New Haven for New York.
Schr Independence, Mott, Glen Cove for New York.
Schr Wm L Peck, Ferris, Hartford for New York.
Schr Onward, Gorham, Nantucket for New York.
Schr F A Heath, Snow, Providence for New York.
Schr L Daniels, Wilson, Hartford for New York.
Schr Jacob J Housman.
Steamer Electra, Mott, Providence for New York, with mdse and passengers.

BOUND EAST.

Brig Abbott, Lawrence, Hoboken for Providence.
Schr Morning Star (Br), Bligh, New York for Windsor, NS.
Schr Emma (Br), Donovan, New York for St John, NB.
Schr Sea King (Br), Whelpley, New York for Halifax.
Schr Eliza Hamilton, Cole, New York for Providence.
Schr Sardinian, Holbrook, New York for Boston.
Schr Harmonie, King, New York for Boston.
Schr Mary Brewer, Jamison, New York for Newport.
Schr Maria Fleming, Williams, Port Johnson for Norwich.
Schr Sarah, Richards, Port Johnson for Boston.
Schr J S Terry, Raynor, Rondout for Boston.
Schr Tunis Robin, Bunce, Elizabethport for Providence.
Schr Haze, Proctor, Trenton for New Haven.
Schr Morning Star, Smith, Philadelphia for New Haven.
Schr Roanoke, Cobb, New York for Rockland.
Schr Geo W Whistler, Hayes, Rondout for Fall River.
Schr Ripple, Hadley, Trenton for Fall River.
Schr Lookout, Loyd, New York for Boston.
Schr Edward Wooten, Young, Amboy for Stonington.
Schr Tryphenia, Dottridge, Amboy for Providence.
Schr L N Seymour, Nickerson, Elizabethport for Brookhaven.
Schr Amelia, Torry, Newburg for Providence.
Schr Sallie S Chartree, Brown, New York for Taunton.
Schr Jacob Edwards, Crowell, Port Johnson for Norwich.
Schr R McLark, May, New York for Middletown.
Schr Mary Tice, Dunham, New Brunswick for Boston.
Schr S T Lee, Brigham, New York for Wareham.
Schr Hickman, Hall, New York for Boston.
Schr Eliza, Low, New York for New Haven.
Schr S W Wright, Wright, New York for Norwalk.
Schr President, Bradley, New York for Bridgeport.
Schr Marshall Perrin, Packer, Port Johnson for Fall River.
Schr Dighton, Hill, Elizabethport for Boston.
Schr Sterling, Hayes, New York for Hartford.
Schr Freedom (Br), King, New York for Windsor, NS.
Schr Helen P Jones, Rondout for Providence.
Schr Expedite, Rackett, Rondout for Greenport.
Schr Horizon, Leet, Rondout for Somerset.
Schr R J Mercer, Waterman, Elizabethport for Providence.
Schr Sands Point, Clark, New York for Boston.
Schr J M Smith, Conery, New York for for Fall River.
Schr Ranger (Br), McDougall, New York for New River.
Schr C P Shultis, Young, Hoboken for Bridgeport.
Schr Julia A Tate, Tate, New York for Bridgeport.
Schr Midnight, Hopkins, New York for Boston.
Schr Fisher, Smith, New York for Newport.
Schr James H Tripp, Nickerson, New York for Chatham.
Schr Davidson, Smith, New York for Providence.
Schr Anna Currier (Br), Peck, New York for St John via Portland.
Schr G M Wentworth, New York for Calais.
Schr D T Willetts, Snow, New York for Stonington.
Schr Rival, Gates, New York for Bath.
Schr Marcus Hunter, Stewart, Elizabethport for Boston.
Schr J H Young, Ferris, Port Johnson for Bristol.
Schr Fly, Dow, Elizabethport for Pawtucket.
Schr Montezuma, Bralger, New York for Boston.
Schr Chattanooga, Mayer, Port Johnson for Bangor.
Schr Velina, Cook, New York for Addison.
Schr Thomas Morris, Cousins, Hoboken for New London.
Schr Jed Fry, Langdon, New York for Boston.
Schr E C Brickson, James, New York for Providence.
Schr S & B Small, Olber, South Amboy for Portsmouth.
Schr Maria Roxana, Fowler, South Amboy for Boston.
Schr P C Smith, Evans, Hoboken for Providence.
Schr Charger, Warren, New York for Hyannis.
Schr Idaho, Kerrigan, New York for Fall River.
Schr Daniel Morris, Manson, Rondout for Providence.
Schr C L Van der Voort, Kelly, New York for Providence.
Schr Scud, Abbott, Trenton for New Haven.
Schr J M Stevens, Major, New York for Providence.
Schr E E Potts, Ellsworth, New York for Newburyport.
Schr L A Tolles, Day, New York for Norwalk.
Schr Palladium, Ryder, Hoboken for Providence.
Schr Gusta, Martin, Trenton for Providence.
Schr Charlie & Willie, Cozzens, New York for Boston.
Schr Nightingale, Hilyard, New York for Eastport.
Schr J S Foreman, Carter, Perth Amboy for Portland.
Schr T B Harris, Quinlan, Hoboken for St John.
Schr Annie Bell, Gilken, New York for New Haven.
Schr Charm, Ellis, Elizabethport for Boston.
Schr Leading Star, Lennon, New York for St John, NB.
Schr H Blackman, Parker, Elizabethport for Providence.
Schr Minquas, Heaney, Hoboken for Providence.
Schr Marion (Br), Ford, Hoboken for Halifax.
Schr Sink, Johnson, South Amboy for Boston.
Schr Emily, Morrell, New York for Stamford.
Schr Orlando Smith, Pressey, South Amboy for Portchester.
Schr Mariner, Rich, New York for Stamford.
Schr A J Williams, Morrell, New York for Stamford.
Schr Decatur Oaks.
Schr J S Wilder.
Schr Globe.
Sloop West Wind, Meyers, New York for Hartford.

SAILED.

Ship Sir Robert Peel, for London (from Southwest Spit); barks Dio Fili, Cork; Marie, do; Patmos, San Francisco; H D Stover, Havana; Rover, Barbados; City of Nevada, San Francisco; brigs Annie, Porto Rico; Abby Clifford, Marseilles; Nellie, St Croix.

Wind at sunset NW, fresh.

Marine Disasters.

STEAMSHIP VICTOR—Captain Gates, late commander of the steamship Victor, before reported lost, makes the following statement:—Left New York on Wednesday, Oct 16, for New Orleans; on Friday, 3 AM, passed Cape Hatteras; Sunday, strong breezes from ENE; at 12 M passed Cape Canaveral; at 6 P M made Jupiter light; at 8:10 PM, light bearing west, broke the shaft even with the stuffing box, when the vessel commenced to fill rapidly; ship heading off SE under fore and aft sails; depth of the water from 13 to 14 fathoms; at this time the ship had three feet of water in her, with every available pump at work. About this time (nine o'clock) succeeded in stopping most of the leak that was in sight; let go the port anchor in 8 fathoms of water, and payed out to 70 fathoms without bringing her up, and when she struck the bottom unshackled the chain to 75 fathoms and set the head sails, and she continued to pound until she was full of water; the sea making a clean breach over her, the balance of the night was spent in making every preparation for getting on shore. At daylight she was broken in two amidships; got a boat down under her lee and succeeded in getting a line on shore, there being two men on the beach from the lighthouse. We first got the women and children on shore and then the men. At 2 PM all hands were safe on shore, after swamping three boats in the breakers. At 5 o'clock, the water being somewhat smoother, the mate and chief engineer, with a boat's crew, succeeded, after swamping in the first attempt, in getting off to the wreck, and threw overboard some provisions and got back in safety, the ship breaking up fast. After night the gale increased, and at midnight she broke up. At daylight on Tuesday the wreck was piled on the rocks, with nothing off shore but the steam chimneys and cylinders in sight. The cargo was nearly all destroyed with the debris of the ship. The gale continued with increased violence until Wednesday morning. At 3 PM the steamship General Meade, Capt Simpson, came along and very kindly took us off. As there was nothing to save we concluded to leave. The sea was quite smooth at the time. Friday, at 6:30, 12 miles east of Key West, fell in with steamship City of Austin, Captain Thomas Eldridge, who very kindly took myself, officers and crew on board and brought us to this port. The passengers proceeded to New Orleans in the General Meade. And now, in behalf of myself, officers and crew, I wish to return my most sincere thanks to Captain Eldridge and officers, of the steamship City of Austin, and Captain Simpson and officers, of the steamship General Meade, who did everything in their power to make us as comfortable as possible.

SHIP SOVEREIGN OF THE SEAS, from New York, at San Francisco Oct 23, reports, Aug 27, lat 50 17 S, lon 81 30 W, had a violent gale from North, blowing new fore and maintopsails and foretopmast staysail to ribbons; deck full of water.

SHIP MONTE ROSA, Thomas, at Hong Kong from Newport, E, reports off the Cape experienced a heavy gale from E, which lasted fourteen days, during which a seaman named P Connor was lost overboard.

SHIP GAME COCK, Sherburne, at Hong Kong Sept 10 from Boston, on Sept 8 experienced a hurricane; ran the vessel before the wind from S to SE and E, veering ENE to NE and N, till she arrived at the centre of the typhoon. The heaviest part of the gale was from the S, during which lost three lower topsails, and several other sails were also blown from the gaskets.

BARK SARRA MOSES (Br), Robbins, from Philadelphia Sept 16 for Rotterdam, is reported by cable from Liverpool to be ashore at Bremerhaven, and probably a total loss. The S M is 636 tons, built at St Mary's Bay, NS, in 1867, and owned in Yarmouth, NS. She had a cargo of 213,394 gallons refined petroleum, valued at $46,964 60.

WHALING BARK OSCEOLA 2d, of New Bedford, before reported towed to Mahe, Sept 2, after being ashore, and sunk in that port, is commanded by Capt John Chase. She is 159 tons, and was last reported sailed from Mauritius, July 30, with 400 bbls sperm oil on board. She was valued, with outfits, when she sailed, at $32,000, which is mostly covered by insurance, with something additional on catchings.

BRIG LIEFA BAKARKA (Aust), from Rio Janeiro for New York, remains ashore at Cape May, and is full of water. Only 500 bags of coffee have been saved dry, the remainder being badly damaged. Coast Wrecking Co's steamer is at Delaware Breakwater, being unable to render any assistance to the brig at present on account of the heavy sea.

SCHR EUNICE DEXTER (of Liverpool, NS), Dexter, was wrecked on the Labrador coast in October. Vessel a total loss. She was loaded with fish and oil. Vessel owned by the captain and the cargo by Mr A Harrington, of Liverpool, NS.

SCHR JAS M FLANNAGAN, which sailed from Providence Oct 29 for Philadelphia, ran ashore on Gaspee Point same day, at high water, and remained PM 30th, high and dry at low water.

SCHR ANNIE BORLAND, Voorhies, from James River for New York, with wood, went ashore about 3 miles south of Fenwick's Island, on Monday, and will be a total loss. Crew saved. Vessel owned by James D Van Brunt and others.

SCHR MAXON ROGERS, from New York for Norfolk, collided with an unknown brig off Bedloe's Island on the 31st ult, and had her fore and main starboard rigging carried away, and returned to the city for repairs. The brig received no damage.

SCHR MARY ANNA, Steelman, from South Amboy for New Haven, which sprung aleak in the Sound on the 27th ult, and was beached between Stratford and Bridgeport, was got off by the wrecking steamer John Foley and taken into Bridgeport without the loss of any portion of her cargo.

SCHR AVAIL, from Philadelphia for Fall River, was at Lewes, Del, 31st ult, with loss of rudder.

SCHR UNEXPECTED (Br), from Fall River for St John, NB, got ashore on Naushon, but was hauled off 29th ult by the steamer Martha's Vineyard, and towed to Vineyard Haven 30th.

STEAMER VOLUSIA collided with the steamer Ochlawaha at the intersection of the St Johns with the Ocklawaha River, Fla, morning of 27th ult, sinking the latter.

DISASTERS IN OCTOBER.—The number of vessels belonging to or from ports in the United States, reported totally lost and missing during the past month, is 57, of which 17 were wrecked, 10 abandoned, 5 burned, 2 sunk by collision, 1 foundered, and 2 are missing. They are classed as follows:—3 steamers, 10 ships, 11 barks, 3 brigs, and 30 schooners, and their total value, exclusive of cargoes, is estimated at $1,192,000.

Miscellaneous.

We are indebted to the purser of the steamship City of Austin, from Galveston and Key West, for courtesies.

We are indebted to Purser A Clarke, of the steamship Montgomery, from Savannah, for favors.

WHALING BARK HELEN SNOW, of New Bedford, arrived at San Francisco yesterday (1st), from the Arctic Ocean Oct 8, under the command of J Perry. The Helen Snow, Macomber, master, sailed from New Bedford Oct 17, 1871. She was abandoned in the ice in the Arctic on the 19th of August last, and was