THE FIFTH AVENUE THEATRE FIRE

Appearance of the Bijou House Yesterday—Blackened Debris and Charred Splendor.

Condolence with Mr. Daly and His Company.

Telegrams from all Parts of the Country and Encouraging Words from Ex-Mayor Hall, Recorder Hackett and Hundreds of Prominent Citizens.

RESCUED FROM THE RUINS.

Safety of the Valuables in the Safe—Prized Manuscripts Picked from the Piles of Timbers.

Crowds of people continued to collect during the forenoon and afternoon yesterday on the sidewalk opposite the entrance to the Fifth Avenue Theatre. The snow was thick upon the ground and the slush was abundant, but the crowds came, stayed and went with a grand indifference as to the weather, that arose from sympathy or curiosity, as the case might be. It was not a little remarkable that so many people, all of whom seemed to be of the classes that might have business of their own to attend to, exhibited so much patient gazing at an object which certainly did not present any attractive features to the beholder. But, strange to say, churches and theatres exercise extraordinary influences upon the humblest, and anything that concerns them is sure to be of interest for the multitude, an experience in fires in New York and neighboring cities has testified. Our grandmothers—any of them who may be living—could bear testimony to the changes in the times since they were young, and they could tell us of the time when churches and theatres were looked upon much in the same way as the good people of that generation would look upon God and the devil; but, thanks to the development of common sense in our grandparents' hopeful offsprings, the people of our own time can as heartily extend their sympathy over the loss of a theatre,

SHOULDERING IN ITS DEBRIS,

with all its tinsel and gold leaf evaporated into smoke, as over the proud marble temple, raised to the service of the Almighty, in its roofless, stripped and blackened ruin, its walls alone remaining.

Such a continuous throng of sight-seers could scarcely have come to look at the blackened front of the Fifth Avenue Theatre, or what was left of it, through mere idle curiosity. New York is not so bad a place, after all, as people sometimes say it is, and even were there not as many people as there really are who are blessed with generous natures to give, and sympathetic hearts to encourage, the army of the burned-out, those who themselves have been singed by the fire fiend's passing touch, would constitute quite a large and respectable brigade of men and women, and have made a goodly crowd of watchers yesterday in front of the burned theatre. But whatever may have brought the stream of visitors to see the ruins there was very little for them to see, for, as is usual in such cases, the police kept firm watch behind the cordon that was stretched in front of the theatre, and allowed no one to pass within except those who had especial business. The appearance of the front wall needs no other description than is supplied every day in the year by the front of a building that has been gutted by fire. Once within the portico, which used to be so comfortably fitted, and which partook of the general cosiness of the little house,

A SCENE OF DEVASTATION,

complete and hopeless, met the eye, not a solitary remnant of the interior remaining, except in its burned, blackened and broken state, piled up in the debris that lay heaped in rugged piles saturated with water. The four bare walls in their lonely nakedness, and bearing their own marks of the fierceness of the flames, completed the picture, and the rest was left for the thoughts of the spectator, who might moralize or swear just as he had a mind to.

Doubtless your visionary religionist, who sees everywhere the finger of God in vengeance, enjoyed a rare satisfaction in pondering over the work of the devastating element. Hear the wretch as, with upturned eye, he calls aloud to God in praise for destroying the house of frivolity and the temple wherein all that was vain in humanity, alluring to the senses and intoxicating to men and women, pandered to the spirit of the Evil One! Hear the sneak, as with all the meanness of his narrow mind he would tarnish the souls of those who are blessed in comparison with him, and who would shudder at seeing on the stage a good portrayal of his creeping hypocrisy! Beside this ranter and such as he the profane young man, who lets off the exuberance of his sympathy even in an oath, is a paragon of perfection, who would draw large houses anywhere and retire to rest behind a curtain shaking with a tremendous breath of applause.

Fortunately the ranters, who rejoice in vengeance and who bless God for hurling everybody but themselves, are not many in our midst, and a notable example of the truth of this assertion is found in the

UNBOUNDED CONDOLENCE

which has been extended to Mr. Daly in his misfortune. Scarcely had the flames enveloped the theatre when the enterprising spirit of Mr. Daly was set to work, not in useless regrets and vain imaginings, but in earnest and active work for the future. Recognizing the fact that he had a large company of actors depending on him, and that there was absolute need for immediate exertion, he at once sought out Mr. A. T. Stewart, who is the owner of the theatre on Broadway, opposite Waverley place, which has gone under several names—the New York, Lucy Rushton's, the Worrell Sisters', the Globe, &c.—and in less than half an hour concluded an arrangement by which he will become lessee within a few weeks. Yesterday every theatrical manager in the city offered Mr. Daly all the assistance in his power, promising the use of his company and theatre to help in so sudden a misfortune. During the day nearly all the leading actors and actresses now in the city either called at the Grand Opera House themselves, or wrote to Mr. Daly, to express their sympathy with him for his loss and to tender him any aid he might desire. Not only from the members of the theatrical profession, but from several hundreds of our prominent citizens, assurances were conveyed that Mr. Daly might feel confident of practical sympathy from those who have been hitherto his patrons.

THE GREENROOM OF THE THEATRE

seemed during the day more like the reception hall of a distinguished successful chief than like the modest business room of a theatrical manager who had been burned out the night before. Prominent among the earliest callers on Mr. Daly were Mayor Hall, who uttered, of course, apt and appropriate words of encouragement, and Recorder Hackett, whose few but manly words were full of esteem for the manager and of regret for the misfortune that had overtaken him. From nearly every theatrical manager in the country telegrams were received during the day expressive of brotherly feeling, and in some instances of the heartiest hopes of Mr. Daly's future success. One telegram was received from London, England, whither the news of the fire had already travelled, and this was couched in brief but warmly sympathetic language. At eleven o'clock A. M. Mr. Daly received the members of the Fifth Avenue Theatre company, who had come in a body to tender their sympathies and to tell the manager that he should command the services and time of every one of them as the change in his circumstances in relation to them might suggest. Messrs. Clarke and Davidge acted as spokesmen for the company. Mr. Daly seemed somewhat overpowered by the kindly words these gentlemen had uttered, and then turning to business it was agreed that the company should start at once for a season in the provinces, opening at Philadelphia. This season will last only for a few weeks, and the company will then return to New York, where, on the 20th instant, Mr. Daly will again present his Fifth Avenue company to the public.

ON THE BOARDS OF THE NEW YORK THEATRE,

which has been above referred to, it was in this theatre that Mr. Daly made his first theatrical success in his own play of "Under the Gaslight," and the readers of the HERALD will doubtless remember that since then there was a spicy litigation in connection with the railroad scene in the piece, another theatre having used the sensation without permission. A strange thing about the New York Theatre is the fact that it is unlucky, everything having failed with it since it lost the glare of the "Gaslight."

The first reports concerning the fire very naturally exaggerated the losses, or rather since access to the ruins of the building became possible it has been discovered that a few things are safe which were believed to have been consumed. Mr. Daly and Mr. Tooker, the business manager of the Grand Opera House, succeeded in scrambling their way among the débris of the house early yesterday morning, and on opening the safe found there several very valuable manuscripts believed to have been lost and a sum of money amounting to over one thousand dollars. The books of the establishment were in the safe and are unharmed. In digging among the debris they came upon several more manuscripts, which it had been feared were lost, among them being the new play of "Made[illegible]me Morrel," complete except the first act, which was totally consumed. Of course all the manuscripts are slightly damaged in the edges, but a little patching up, it is believed, will make them fit for use. A beautiful picture of Miss Morris, the actress, was also recovered, without any damage being done to it except the breaking of the glass in the frame. No traces were found of Mr. Daly's valuable collection of curiosities. The search among the debris is still continued by persons employed for that purpose, and hopes are entertained by Mr. Daly that he may yet recover some other things that he treasured highly.

THE LOSSES.

The personal loss of Mr. Daly by the fire will reach fully fifty thousand dollars. The actors and actresses also lost heavily—Miss Davenport, a wardrobe worth $5,000; Miss Fanny Morant's property was worth $3,000, and Miss Jewell's the same; Miss Morris, who, fortunately, had taken her jewelry away a few days before, lost a wardrobe and other valuables worth $3,500; Mrs. Gilbert lost property worth $2,000; Mr. Davidge's loss was $500; Mr. Clarke's books and wardrobe were worth about eight hundred dollars; Mr. Owen Fossil's loss was about five hundred, and Charles Fisher's about one thousand dollars. Many articles, highly prized by the members of the company, were among those destroyed. The actors and actresses were in the habit of leaving valuables in the theatre for safety sake, and thus a number of things dear to them for special reasons came to be in the theatre the night of the fire. Yet they have grumbled but little, and, with the knowledge of the greatness of labor, are confident, instead of being chagrined.

It was expected yesterday afternoon that the wall in the front of the house would soon tumble down, so persons anxious to hover around the building had better take notice in time, and if they must see the wreck of the old theatre they had better see it at a distance safe from danger.

THE FIRE MARSHAL'S INVESTIGATION.

The Origin of the Fire Still Undiscovered—Testimony of the Treasurer and the Watchman of the Theatre.

The following testimony was taken before the Fire Marshal yesterday in the case of the fire at the Fifth Avenue Theatre:—

TESTIMONY OF AARON APPLETON.

Mr. Appleton said—I live at 320 West Thirty-first street; I am Treasurer at the Fifth Avenue Theatre; was in the theatre at the time of the fire; was in the box office; the dressing rooms of the theatre are under the auditorium; there is no direct communication between them and my office; there was no one in my office at the time of the discovery of the fire except my boy and Charles M. Patterson and myself; Roberts, the scenic artist; Charles Dorst, his assistant; William Kelly, carpenter, and a man with him, and, I think, Kelly, the gasman, were in the theatre; Chapman, one of the company, was at the front door of the theatre; the matinée was over at four o'clock; I had just finished counting my matinée money and put it in the safe, turned around to make a memorandum and saw smoke coming out of the fan window of the door on the east side of my office, and at the same instant the gas in my office went out gradually, as though turned off at the meter; the going out of the gas caused me to look up, and then I saw the smoke; the register in my office was open, and a little heat was coming through; up to the instant of the gas going out I had observed no increase of heat, nor had I smelled anything burning; on observing this smoke I opened a door leading to the yard below with a view of getting at the hose, but was met by a volume of smoke and a flame that drove me back; I afterwards made an attempt to get in by the stage door, but could get down but a few steps; the gas metres are in the front part of the house; I think there are two of them; the dressing rooms are in the centre of the building, with passages on the east and west sides; no one can tell where the fire started; I was the first one to discover it, and then it had too much headway for me to tell where it commenced; we had a watchman night and day, but he was not in the building at the time.

TESTIMONY OF WILLIAM HESSION.

Mr. Hession, on being examined, said—I live at 439 East Twenty-third street; was watchman at the Fifth Avenue Theatre and was at the theatre yesterday afternoon; the curtain dropped at four o'clock; my post was near the foot of the stairs at the stage entrance, and between two furnaces; I remained there until all the members of the company had passed out and my business is also to see that no strangers come in there; no strangers passed me yesterday; after the members of the company had passed out I put out all the lights in the "greenroom;" I went to the stage and asked Kelly, the carpenter, how soon he would be through; I understood from him that he would not be through for some time; I asked all who were there at work to go out through the auditorium, as I was going to lock the back door and was going home; I passed through both the ladies' and gentlemen's passages in attending to my duties; everything was all safe then so far as I could see; before leaving I told the gas man to remain until after the carpenters had left, so as to see to the gas lights. It was after half-past four o'clock when I left the theatre; I went across the park and through Twenty-fourth street to Fourth avenue; stopped a few moments and then went on down through Twenty-fourth street; I had not got half a block down when I heard the alarm of fire; as the members of the company go out they give me the keys; some of the gentlemen forgot it yesterday, and I went and turned out their gas and locked up their rooms; I did not enter any of the other rooms yesterday; I usually examine them all; all the appliances for extinguishing fires were kept constantly in order; I am day watchman, and am relieved after the evening performances are over; I was downstairs through the passage ways about five minutes before I left the theatre; I observed no smell of anything burning; I don't know of anything that might have caused the fire.

After this witness had finished the investigation was adjourned.

THE NEW TAMMANY.

Meeting of the General Committee for Organization—The Permanent Officers for 1873.

The new Tammany General Committee elected on Monday evening to serve for 1873 met last evening in Tammany Hall for the purpose of organization. Most of the old leaders were present, but there were many new delegates, prominent among whom were Joseph Shannon, Clerk of the Common Council and lately a leader in Apollo Hall, and A. B. Caldwell, from the National Democracy. The admission was by ticket, and every one attempting to enter without a ticket signally failed. A strong police force was stationed in the hallway, ready for an emergency. As a whole, the present committee presented a more respectable appearance than that of 1872.

JOHN KELLY called the committee to order and John W. Chanler acted as temporary chairman, wishing the committee a "happy new year." In closing Mr. Chanler adverted to the fact that President Grant was originally a democrat, saying that before he was tampered with by the politicians his record had been that of a pure, upright and unsullied democrat. The Governor elect of this State was a Tammany sachem in 1860 and had been elected to the United States Senate by democratic votes. The Mayor elect of this city had been years since elected by democratic votes to the position which he now filled. It would be the duty of the democracy to sustain all these officials in all efforts on their part to practically carry out democratic principles. The democracy were still unterrified, and would show in the future, as in the past, that they could win victories and continue to impress their principles upon the practical working of the general and local governments of the United States. (Applause.)

Messrs. Eickhoff, Plum and Quincey were elected temporary Secretaries. The roll was then called, commencing at the First Assembly district. When the Third district was reached a protest was presented, signed by James Graves, the "Gibbons" Inspector of Election in that district. The "Hayes" list of delegates, whose credentials were signed by Inspectors John W. Chanler and James K. Duffy, was read as regular, no present action being taken on the protest. When the Fifteenth district was reached, on motion of John Kelly, a few men who were in the room, and who were not members of the committee, were requested to leave, among whom were John Doland, clerk of the Grand Jury, and John Carey, ex-member of Assembly. Doland said he had a right to remain, as he had been legally elected a member of the committee. Mr. Kelly then called out excitedly that Carey and Doland be compelled to leave the room, and they and a few others left, Carey muttering that there was no need to use force.

A resolution that a committee on contested seats be appointed was adopted. The Committee retired for a while to deliberate on the contests presented, and, having returned, reported that in relation to the contest in the Third district it had come to the conclusion that the delegation headed by James Hayes had received a large majority and was duly elected. In the Seventh district there was a protest only against two delegates, and as these delegates had received the certificates of all three of the Inspectors they were reported as entitled to seats. The committee also reported in favor of the delegation from the Ninth district, headed by Edward Gelon; of the delegation from the Thirteenth district, headed by Edward L. Donnelly; the delegation from the Sixteenth district, headed by Samuel J. Tilden, and the delegation from the Twenty-first district, headed by Thomas McSpedon.

The report of the committee was adopted amid great enthusiasm.

On motion of ABRAM S. HEWITT a committee of twenty-one, consisting of one from each delegation, was appointed to report names for permanent officers of the General Committee, and a recess of ten minutes was taken. The committee after recess reported as follows:—

For Chairman, John W. Chanler; Vice Chairmen, J. W. Guentzer and Abram S. Hewitt; Secretaries, Wm. H. Quincey, Alfred T. Ackert and John Reed; Treasurer, Edward L. Donnelly; Sergeant-at-Arms, John D. Newman.

The report was adopted unanimously.

The following are the names of the Committee on Organization for 1873, as presented by the several district delegations and announced by the Chairman:—

First district, John Fox; Second, Wm. Walsh; Third, James Hayes; Fourth, Edward J. Shandley; Fifth, Edmund M. Plum; Sixth, Timothy J. Campbell; Seventh, Martin T. McMahon; Eighth, E. D. Gale; Ninth, J. Fitzpatrick; Tenth, Anthony Eickhoff; Eleventh, John Morrissey; Twelfth, Henry Woltman; Thirteenth, Christopher Fine; Fourteenth, Bernard Reilly; Fifteenth, Thomas A. Ledwith; Sixteenth, Abram S. Hewitt; Seventeenth, James E. Coulter; Eighteenth, John Keily; Nineteenth, not filled for the present; Twentieth, Wm. C. Conner; Twenty-first, Hugh H. Moore.

The meeting then adjourned.

THE IMMIGRANT ITALIANS

What Caused Them to Leave Sunny Italy for America.

Shepherds, Farmers, Carpenters and Stone Masons Arriving as an Offset to the Banditti and Lazzaroni.

The Story They Tell of Trouble on Land and Sea.

Yesterday a HERALD reporter, accompanied by an interpreter familiar with the *patois* of every district of Italy, visited, for the second time, the recently arrived emigrants from the port of Genoa. These poor people, it seems, have been misunderstood upon all sides. The only truth that has been reached by all the efforts heretofore made is that they are poor and they are miserable. It now turns out that they have been the victims of every phase of misfortune. The representatives of the Italian government here, in their peculiar efforts to defend them, only threw sand in the eyes of honest inquirers. The steamship companies had faults of mismanagement to conceal. The interpreter at Castle Garden was often at fault in his attempts to please all parties, and the result was that the HERALD alone came near the truth, from its independent standpoint. It discovered that all were more or less to blame; that certain of the men who arrived had been undoubtedly banditti; that many more had been lazzaroni, and that all of them had been victimized. They were victimized in their own country before they left it; they were victimized at their starting and during every stage of their journey to this country, and they were victimized by their loudest-voiced friends on their arrival.

Some of these men were shepherds, some were small farmers or farm laborers in their own country. They came from the poorest provinces of Italy—from the Abruzzi, from the campagnes about Rome and from Calabria. They all tell a sad story. They were identified with the liberal movement in Italy. They marched and fought with Garibaldi to place Victor Emmanuel upon the throne, and, loving the Pope, they loved liberty more. Ever since 1860 their taxes, then merely nominal, have increased, gradually swelling up till they engulfed all their scant earnings. Last year they were taxed fifty francs for the house or hovel in which they lived, four francs for each member of the family, four francs for a cow, two francs for a goat and one franc for a sheep. The highest wages they could command were three francs (sixty cents currency) per day. Many who received but two francs were carpenters or stone masons, and were good workmen. They sold everything they had to get to this country, which the agents of the shipping houses of Genoa, Naples and Turin represented as full of everything desirable at a nominal price, while immense fortunes awaited the lucky ones who came to it. Letters of introduction were handed in handfuls to each purchaser of a ticket. They were addressed to an Italian residing in Baxter street, New York, and were supposed to insure instant employment. The following will give some idea of the way in which many of them left Italy:—

STATEMENTS OF THE PASSENGERS.

Dominico Manguso, of Armento di Basilicato, in the vicinity of Naples, says:—"I am a poor man, and I had a large family. I am about fifty-five years of age. I worked upon a licorice plantation. An agent of Pietro Baero, of Naples, came to my house and said to me that if I came to America I would be some day soon able to return to Italy and live in luxury. The agent gave me a bill of fare, and I read it. I read that I should receive three meals each day. There was fresh meat, fresh bread and potatoes, as well as soups and coffee, included in the bill of fare. So I left my wife and came away. When I got

ON BOARD THE SHIP

I was given only salt meat, and the coffee was not coffee; it was simply a colored beverage given me to drink, and which I had to take, but was without the taste or smell of coffee. The soup, with a slice of salt meat and a potato sometimes raw and sometimes falling to pieces, was our only meal at midday. Some of the passengers fell sick. The doctor came, and in a very short time after he gave them medicine they all died. We all noticed the effect of the medicine, and the other sick ones refused to take it. I paid 200f. for my passage from Naples to New York, and came from Havre on the steamship Erin."

STATEMENT OF GENNARO MUSOLINO.

"I sailed on board the steamship Erin on December 18. The meals served daily consisted of the following allowance—In the morning one pint of coffee, or, I should say, hot water, and about three ounces of bread. At noon I got some broth, or hot water with an ounce of rice in it, and three or four potatoes, with a piece of salt meat, the stench of which was unbearable."

FORM OF CONTRACT FOR PASSAGE.

The following is a literal translation of the form of contract:—

HOUSE OF MALLEGGI MARITTIMI, AGENCY IN NAPLES.

Received from Messrs. Francisco Paslo, Orlando Gabriele, Sonntese Antonio, Menadita Felice, Antonio Boccaccio, Michele Angelo and Mc'vanus Antonio the sum of 2,250 francs, for No. 6 place of third class (or place convenient in lieu of same), from Naples to New York, with steamship (blank), Captain (blank), which will sail from Havre (blank). PIETRO BAERO, Agent.

NAPLES, Nov. 29, 1872.

N. B.—The passengers that have deposited and don't wish to sail lose their deposit.

ANOTHER FORM.

The following is the form adopted for a ship that did not sail and was never heard of in the port of Naples:—

FRANCISCO PALAZZI, NO. 76, COMMISSIONER EXPEDITIONER; PRINCIPAL OFFICE NAPLES, LARGO DOGANA, NO. 9, CORSO GARIBALDI 12 (OPPOSITE RAILROAD TRACK).

Received from Mr. Jarmichelli Gatland, for twelve and one-half persons, the sum of 287.37 francs for the accommodation of twelve and one-half persons, third class, for New York on steamer Francesse.

Will sail from Naples on the 26th of November, 1872.

For Francesco Palazzi, the representative, PAOLO MARENO.

STILL ANOTHER.

NAPLES, Nov. 27, 1872.

Received from Mr. D'Angelo Pascuale the sum of francs 238 and 20 centimes for deposit on price arranged, of francs 238 and 20 for one place of third class on steamer Captain, for voyage from Naples to New York.

I mean francs 238.20.

The authorized. NOICCOLA RICCI.

Some of the passengers made contracts in Havre, and below is appended one of these.

THE HAVRE CERTIFICATES.

I, the undersigned, engage to transport conformably to the laws and regulations in the matter, and under all the conditions and indentures of this contract, the persons designated below. Meals are to be at the expense of the agency. Fresh water, cooking, fuel, bunks, care and medicine in case of sickness, light and expenses of hospital, if necessary, are at the cost of the company. The passenger is entitled to the free transportation of 100 kilogrammes or ten cubic feet of baggage for an adult and the half of that for a child. At the request of the passenger his baggage is insured against

THE RISKS OF THE SEA

for the total sum of * * * francs. This contract is valid only for the persons herein designated; it can neither be traded, transferred, nor altered, and the money when paid will not be reimbursed to the contractor who does not wish to sail, or who fails to do so by his own default. The passenger must conform strictly to all the rules of order and discipline established in conformity to the laws and decrees on emigration. (A copy of the different rules, signed by the captain and approved by the Commissary of Emigration, will be posted up in the cabins of the passengers.)

EXTRACTS FROM THE LAW.

The emigrants have the right to remain on board forty-eight hours after their arrival at the port of their destination, unless the ship is obliged to depart again immediately. In case of the voluntary or forced detention of the ship the

EMIGRANTS ARE LODGED

and fed on board at the cost of the ship during its duration, or indemnified for their expenses on shore. In case of shipwreck or of any other accident of the sea which prevents the ship from pursuing her voyage, the agency is held perforce at its expense to the transportation of the emigrant to the place of destination fixed by the contract. In case of the non-fulfilment of the contract the emigrants have the privilege to carry their grievances before the Consuls of France.

The steamship Erin left London on the 5th of December and Havre on the 16th. She brought twenty-two cabin passengers and 796 steerage passengers, 549 of the latter being Italians. There were six deaths on the voyage, all among the Italians. They were:—Bellabozzi, aged thirty-eight; Caterina Martima, aged sixty-two; Luigia Gardella, aged twenty-two, and three children.

SHIPPING NEWS.

Almanac for New York—This Day.

SUN AND MOON.		HIGH WATER.	
Sun rises	7 24	Gov. Island	morn 12 00
Sun sets	4 46	Sandy Hook	eve 11 15
Moon sets	eve 10 14	Hell Gate	morn 1 45

OCEAN STEAMERS.

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

Steamers.	Sails.	Destination.	Office.
City of New York	Jan. 4	Liverpool	15 Broadway.
Oceanic	Jan. 4	Liverpool	19 Broadway.
Bremen	Jan. 4	Bremen	2 Bowling Green
Victoria	Jan. 4	Glasgow	7 Bowling Green
Nevada	Jan. 8	Liverpool	29 Broadway
City of Bristol	Jan. 9	Liverpool	15 Broadway.
Hammonia	Jan. 9	Hamburg	61 Broadway.
City of Brooklyn	Jan. 11	Liverpool	15 Broadway.
Baltic	Jan. 11	Liverpool	19 Broadway.
Europa	Jan. 11	Glasgow	7 Bowling Green
Rhein	Jan. 11	Bremen	2 Bowling Green
Cimbria	Jan. 16	Hamburg	61 Broadway
Atlantic	Jan. 18	Liverpool	19 Broadway.
City of Montreal	Jan. 18	Liverpool	15 Broadway.
Anglia	Jan. 18	Glasgow	7 Bowling Green
Main	Jan. 18	Bremen	2 Bowling Green
Ville de Paris	Jan. 25	Havre	68 Broadway.

PORT OF NEW YORK, JAN. 2, 1873.

CLEARED.

Steamship Thuringia (NG), Meyer, Hamburg—Kunhardt & Co.

Steamship H Livingston, Cheeseman, Savannah—W R Garrison.

Steamship Georgia, Crowell, Charleston—H B Morgan & Co.

Steamship Wyanoke, Conch, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Steamship Franconia, Bragg, Portland—J P Ames.

Bark Alpha (Nor), Brown, Queenstown or Falmouth—Tetens & Boekmann.

Bark Ninfa Tagliavia (Ital), Baldi, Gibraltar for orders—Scobel & Day.

Brig A B Patterson (Br), Anderson, Laguayra and Porto Cabello—Dallett, Bliss & Co.

Brig Fanny, Smith, New Orleans—R H Drummond & Co.

Schr A H Howe, Newbury, Charleston—Evans, Ball & Co.

Schr J H Rapp, McCabe, Richmond, Va—Slaght & Petty.

Schr M Jones, Sparrow, Baltimore—W Chalmers.

Schr Brazoe, Tryon, Providence—H W Jackson & Co.

ARRIVALS.

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

Steamship Charleston, Berry, Charleston 58 hours, with mdse and passengers to H R Morgan & Co. 1st inst, 10 AM, Hatteras light bearing W, in 35 fathoms water, fell in with a three-masted schooner, hailing from Philadelphia (the Hannah Little, before reported); could not see name, in consequence of her being on her broadside; is in a very dangerous position to vessels bound north or south; did not seem to have been long in that position; same day, 25 miles north of Hatteras, spoke schr Amos Edwards, bound north.

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

Ship Leander (of London), Knight, Yokohama Sept 22, with mdse to Peabody, Willis & Co. Entered the China seas on the 28th through the Bashee Channel; experienced a typhoon on the 29th in lat 20 N, lon 119 E, then light, baffling winds to Straits of Sunda; passed through the Straits of Sunda Oct 25; moderate SE trades to Cape of Good Hope; rounded the Cape Nov 21; had light SE trades to the equator; crossed the equator Dec 13 in lon 35 W; had strong NE trades, with heavy squalls, in which the ship lost a mainsail and mizzen topsail yard; passed Cape Hatteras Dec 30; from thence to port had light, baffling winds and cold weather; Nov 15, lat 30 5 N, lon 39 E, spoke ship Beemah (Br), from Hong Kong for New York; 23d, lat 29 S, lon 11 E, ship Mary Goodell, from Samarang for New York; Dec 11, lat 3 S, lon 31 W, ship Rajah of Cochin (Br), from Calcutta for Trinidad; same day, bark Emma C Litchfield, from Brunswick, Ga, for Rio Janeiro; off Hatteras, schr Wm H Knighton, of New York, steering N.

Ship Arundel Castle (of Liverpool), Freebody, Calcutta Sept 21 and Sand Heads 24th, with mdse to C L Wright & Co. Passed the Cape of Good Hope Nov 3; crossed the Equator Dec 4, in lon 30 W; had fine weather up to Hatteras, from thence 7 days, with heavy NE and NW gales; received a pilot 2d inst off Fire Island (from boat Pet No. 9).

Ship Missouri, Bursley, Greenock, 73 days, with mdse, to William Nelson, Jr. Made the southern passage and had a succession of heavy westerly gales; was off the Western Islands 35 days; has been 15 days W of Bermuda.

Ship Black Hawk, Crowell, San Francisco Sept 24, with mdse to Sutton & Co. Crossed the Equator in the Pacific Oct 18, in lon 124 W; passed Cape Horn Nov 7, and crossed the Equator in the Atlantic Dec 10, in lon 38; had fine weather up to Cape Hatteras, from thence 7 days with heavy NE and NW gales. Nov 15, lat 43 51 S, lon 41, spoke ship St John, from San Francisco for Liverpool.

Bark Amor Fraterno (Ital), Cerio, Cette, 53 days, with wine, to Funch, Edye & Co. Passed Gibraltar Nov 19; took the southern passage and had variable weather.

Brig Rapid (Br), Lawton, Milk River, Ja, 27 days, with logwood to G Wessels. Was 16 days north of Hatteras; Dec 22, lat 36 28, lon 74 54, fell in with the brig Kennebec (of Portland), from Genoa to Philadelphia, dismasted and sinking, took off all hands and brought them to this port; Dec 25, 90 miles south of Sandy Hook got a heavy gale from ENE, which backed to NW, blowing with great fury, lost mainsail and storm staysails, drifted down close to Hatteras.

Brig W D Andrews, Jenkins, Old Harbor, Ja, 17 days, with logwood, to D Wessels and Wm H Richardson. Had strong NE & NW gales the entire passage.

Brig Sarah Crowell (of Yarmouth, NS), Norris, St Johns, PR, 14 days, with sugar to J V Onatavia & Co.

Brig Perces Hinkley, Foster, Jacksonville, Fla, 17 days, with lumber, to Simpson & Clapp; vessel to R D Fairchild. Has been 14 days north of Hatteras, with heavy NE and NW gales.

Schr Gersh Banker, Hatfield, Para 26 days, with rubber, &c, to Francis Moran. Had fine weather until reaching Hatteras; from thence 10 days, with heavy NE and NW gales and snow storms.

Schr Leona (of Granville, NS), Havener, Aux Cayes, 28 days, with logwood, to S De Cordova; vessel to Miller & Houghton. Had fine weather up to Hatteras; from thence, 8 days, with heavy NE and NW gales. Dec 22, lat 34 30, lon 74 30, spoke bark Amazon, from Baltimore for Rio Janeiro.

Schr Sea Dog, Allen, Jacksonville 10 days, with lumber to master.

Schr Sarah L Davis, Cottrell, Savannah, with guano to Geo E White; vessel to Evans, Ball & Co.

Schr Mary Steele, Higgins, Tangier Sound, Va, for Boston.

Schr A P Baillis, Allen, Georgetown, DC, for Allyn's Point. Put in for a harbor.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Neptune, Baker, Boston for New York, with mdse and passengers to H F Dimock.

Schr A J Williams, Morrell, Stamford for New York.

Schr Evelyn, Burger, Stamford for New York.

Schr Julia A Rich, Patten, Calais for New York, with lumber.

Schr Cocheco, Cooper, Rockland for New York, with lime to J V Haviland.

Schr Ned Sumter, Pinkham, Rockland for New York, with lime to Candee & Pressoy.

Schr Edward Everett, Drinkwater, Rockland for New York, with lime to J V Haviland.

Schr Franklin Pierce, Highland, New Haven for New York.

Schr Fred L Webb, Greenleaf, Providence for New York.

Schr E E Rackell, Norton, Providence for New York.

Schr Edward H Frazier, Frazier, Boston for New York.

Schr George F Trigg, Smith, Gloucester for New York.

Steamer Galatea, Gale, Providence for New York, with mdse and passengers.

BOUND EAST.

Steamship Flag, Foster, New York for Boston.

Brig Zuleika, Walsh, New York for Leghorn.

Schr R Leach, Pendleton, New York for Rockland.

Schr Joseph G Stover, Geary, New York for Boston.

Schr Forest Oak, Parker, Baltimore for New Haven.

Schr John E Sanford, Westgate, Baltimore for Dighton.

HERALD TELEGRAPH STATION, WHITESTONE, LI, Jan 2—7 PM.

Navigation has been considerably impeded for the past twenty-four hours, owing to the great drift of ice in the river.

SAILED.

Steamships Greece, for Liverpool; Thuringia, Hamburg; Georgia, Charleston; Wyanoke, Richmond, &c; ship Cordillera, Liverpool; bark Atlantic, Barbados.

Sailed Jan 1, steamships Wisconsin, for Liverpool; Maas, Rotterdam; Ocean Queen, Aspinwall.

Wind at sunset NE, light.

Herald Marine Correspondence.

NEWPORT, RI, Jan 2, 1873.

Schr Martha (Br), from St John, NB, for Providence, loaded with lumber, while lying off Bullock's Beacon, in the Bay, Wednesday morning, ice bound, was run into by the steamer Galatea, which was turned out of her course by the ice, carrying away the schooner's fore and main rigging, staving in her bulwarks and breaking her stanchions, causing quite an excitement on board both vessels, and damaging the schooner about $600. The Galatea remained near by the schooner for three hours, and sent a crew on board to ascertain if any assistance was needed; but, finding she was not leaking, the steamer proceeded on her way to Providence.

Schr Lucy, from Windsor, NS, for Richmond, Va, after being in the ice for forty-eight hours in Vineyard Sound, was pulled out by the cutter Moccasin yesterday, and proceeded on her voyage.

GLOUCESTER, Jan 2, 1873.

The schr Lucy Devlin, of Swampscott, was towed into Gloucester this afternoon by steamer Glendon, of St John, NB, who ran her down while off Half Way Rock this morning. The boat was struck amidships and cut down to the water's edge. No lives lost.

Marine Disasters.

☞ For loss of ship Bennington, from Liverpool for Callao, see telegraph columns. The B was 1253 tons register, built at Newburyport in 1866, rated A1, and was owned by E K Peters & Co, of Boston.

SHIP CEYLON, Woods, at Honolulu Nov 21 from Boston, had continual heavy NW gales from Sept 17th till Oct 5. Split sails and carried away sling band to lower foretopsailyard.

BARK FRANCIS (NG), ashore on Cape Cod, remains tight, and on 1st inst was afloat between the bars. Owing to the roughness of the sea only one lighter load of her cargo was discharged on that day. The vessel will probably be got off soon if no storm prevents.

BARK J W BARSS (Br), Barker, from Middlesborough Nov 30 for Galveston, is reported to have put into Falmouth, E, Dec 30, leaky.

BARK ARGENTINE, Gilkey, from Shields for Havana, is reported by cable to have been totally wrecked on the Galloper Dec 22. The A registered 573 tons, was built at Brewer, Me, in 1866, and hailed from Bangor.

BARK VILLAGE QUEEN (Br), Homer, from Gottenburg for ——, put into Leith (Scotland) Dec 27, leaky, and would probably discharge for repairs.

BRIG KENNEBEC, Minot, from Genoa for Philadelphia, before reported spoken Dec 13 in distress and endeavoring to reach Bermuda, was abandoned on the 22d in lat 36 28, lon 74 54. Capt Minot reports:—Sailed from Genoa Oct 18 for Philadelphia; made the southern passage, and had favorable weather up to Dec 9, in lat 35 50, lon 69 45, when we experienced a succession of heavy gales, commencing at SW, veering around to NE and SE, with very heavy cross sea, vessel laboring heavy and shipping large quantities of water; 12th, 11 AM, lat 35 40, lon 71 17, had a heavy revolving gale from SE to NW, and carried away foremasthead, foretopmast and maintopmast, with everything attached; sprung mainmast head and bowsprit; sea making a complete breach over the vessel, staving in the forward and after house and washing everything movable off decks; the captain, mate and one seaman were badly hurt; the mainsail being badly torn, had no sail to set, and the ship lying in the trough of the sea and unmanagable, all the masts and yards lying alongside and pounding against the ships of the vessel terribly; all hands employed clearing the wreck as fast as possible; at 2 P M got the vessel before the wind and sounded the pumps and found 3½ feet of water in the hold, and the vessel leaking about 9 inches an hour; 13th, 8 AM, spoke ship Camilla (of Boston), from Manila for Boston, and requested him to report us; 3 PM, got mainsail repaired, also foresail and mainstaysail, and brought the vessel to by the wind, which was at the time from WNW; vessel leaking badly and all hands constantly at the pumps; 16th, 7 AM, saw a bark to windward; set signals of distress, but he passed on and paid no attention to them; experienced a succession of gales up to the 23d, and the leak increasing and all hands completely used up from steady pumping and the cold, and no hopes of getting the vessel into port, came to the conclusion to abandon her the first chance we could get; at 3 PM saw a vessel on our port bow; set signal of distress; the vessel seeing it bore down for us; she proved to be the brig Rapid (of St Kitts), Captain Lawton, from Milk River, Ja, for New York, who kindly took us on board of his vessel and brought us to this port; the brig had 7 feet of water in her hold when we abandoned her and settling very fast. (The Kennebec was built at Bath, Me, in 1862, registered 266 tons, hailed from Portland and was owned by Chas H Chase and others.)

BRIG DUNDEE (Br), McConnell, from Prince Edward Island for Beverly, Mass, which put into Yarmouth 9th ult damaged, is reshipping her cargo of potatoes to Boston per schr Gladiator. The Dundee will go on the marine railway for repairs.

BRIG METEOR, of Boston, ashore at Scituate, was sold on Wednesday, as she lay on the beach, for $1135. An attempt was made to get her off on the 25.

BRIG BRANCH (Br), from New York, ashore at Halifax, will be a total wreck; salvage of cargo doubtful.

SCHR SAML E FABENS, Crocker, from San Blas for New York (before reported), put into Charleston 28th ult for repairs, having on the 24th ult, in latitude 27, encountered a