CREEDMOOR RANGE.

Seventy Acres Thrown Open to Military Marksmen.

The Grounds and How They Looked—Disappointments—A Slim Attendance—Four Matches Yesterday—A Poor Display of Shooting—The Prizes and Who Got Them—A Little Bit of Fun.

The opening of the range of the National Rifle Association of Creedmoor, L. I., took place yesterday afternoon. The grounds are located about twelve miles from Hunter's Point and cover seventy acres. A large sum of money has been expended in preparing them for the purpose to which they are to be devoted, and it is intended to make many further needed improvements, if the range shall be fully patronized. The land is owned by a company of private gentlemen who purchased it especially for its present use. As the grounds appeared yesterday they seemed well suited for a range, the land being level and enclosed with rising ground and trees all round. Some twenty-eight tents had been borrowed for the opening day, and these, with the eighteen targets, the uniformed competitors for prizes and a band of music, made the scene lively enough. Yet very little interest was manifested in the opening of the range by the general public, there being only a very few visitors present besides those who had come to enroll themselves as members of the Association or to compete for prizes.

The hour fixed for

THE OPENING

was half-past ten, but it was half-past twelve before the first shot was fired. It had been said that President Grant was to be present; that General Sherman was sure to add by his presence to the auspiciousness of the event, and that Governor Dix was not only to attend, but even to fire the first shot and thus to dignify the proceedings. But none of these people were present, and the expectant crowds had to be satisfied with hearing that each of the invited dignitaries had telegraphed some reason or other for not being able to appear. At about half-past twelve a battery of artillery sent off a few shots, the band played a sprightly tune and a few bugles began blowing, after which about half the people present went down to where the targets were placed, and the first match was called.

FIRST MATCH.

The first match was open only to members of the Association, and had forty-one competitors. Distance, 200 yards; position, standing; weapon, any military rifle; rounds, five, with privilege of sighting shots. The prizes were:—First prize, $20 and gold badge; second prize, $15; third prize; $10; fourth prize, $5. These were won as follows:—

	Winner.	Score.
First prize....J. O. Bush.....	4, 3, 4, 2,	3—16
Second prize..Charles L. Finke	3, 2, 3, 3,	3—14
Third prize....E. H. Madison....	3, 2, 3, 3,	3—14
Fourth prize..Lieut. Anderson	3, 3, 2, 3,	3—14

Finke and Madison having made a tie, they shot off, and Finke won by a score of three. The rifle used by Bush was a Remington of Spanish model, those used by the others being the ordinary Remington.

SECOND MATCH.

This match had thirty-nine entries and was open only to members of the National Rifle Association; distance and position same as in first match; weapon, any rifle weighing less than ten pounds and excluding hair triggers and telescoping sights. The prizes were—For first, $20 and gold badge; for second, $15; for third, $10; for fourth, $5; the score in winning which was as follows:—

	Winner.	Score.
First prize.....John Hillier.....	2 3 4 3	3—15
Second prize..J. O. Bush.....	4 3 3 2	3—15
Third prize....Lieut. Anderson....	2 4 2 4	3—15
Fourth prize..Lieut. W. S. Smoat.	2 3 3 3	3—14

Bush used his Spanish Remington, the others shooting with the State model.

THIRD MATCH.

This match was open to teams of twelve from each regiment of the National Guard, but all the regiments did not send the full number of men. All competitors appeared in uniform. The weapon used was that belonging to the competitor's regiment. The distance was 200 yards standing, and 500 yards in any position, no one failing to score eight points at 200 yards being eligible to compete at 500. The following table gives the number of men from each regiment and the score of each team:—

	—200 Yards.— No. of men.	Score.	—500 Yards.— No. of men.	Score.
Twenty-third New York.....	12	104	7	55
Second New Jersey.....	12	80	5	18
Twenty-second New York.....	12	136	10	127
Second New Jersey battalion.	12	49	2	4
Thirteenth New York.....	9	73	6	14
Thirty-second New York.....	12	88	5	25
Ninth New Jersey.....	12	65	4	9
Nineteenth New York.....	9	67	5	20
Fourteenth New York.....	7	19	3	18
Eleventh New York.....	9	28	8	5
Nineteenth New York.....	12	70	3	15
Seventy-first New York.....	10	74	4	14
Ninth New York.....	12	39	1	0
Twenty-eighth New York.....	12	64	2	2
Fifty-fifth New York.....	7	39	1	7
Sixth New York.....	12	30	1	5
Fourth New Jersey.....	6	16	1	4
Ninety-sixth New York.....	6	19	1	0
Eighty-fourth New York.....	11	64	4	21
Engineers, U. S. A.....	11	103	8	38
Governor's Island, U. S. A....	10	52	2	12

PRIZES FOR THIRD MATCH.

Twelve prizes were allotted for this match. The first prize was the gold badge of the association and $50, won by Private Lockwood, Twenty-second regiment, New York; the second, a gold mounted Westchester rifle, won by Sergeant Major Alexander Rouse, Twenty-second regiment, New York; the third, $25, won by Lieutenant J. S. Horsfall, Twenty-second regiment, New York; the fourth, $20, won by Captain W. J. Harding, Twenty-second regiment, New York; the fifth, $15, won by Private Brill, Twenty-second regiment, New York; the sixth, $10, won by Captain Head, Eighty-fourth regiment, New York; the remaining six, which were of $5 each, were won by Private S. J. Kellogg, Twenty-third regiment, New York; Sergeant Brittenhousen, Thirty-second regiment, New York; Sergeant Freeman, Twenty-second regiment, New York; Private H. Sterns, Twenty-third regiment, New York; Private Otto Schurlock, Thirty-second regiment, New York, and Sergeant Major Wagner, Twenty-second regiment, New York.

THE TEAM PRIZE.

The team making the highest aggregate score was that from the Twenty-second regiment, New York, and accordingly the men belonging to it won the $50 prize, which was to be divided among them. The men, however, through their Captain, Harding, refunded the money, asking that the Rifle Association purchase with it some suitable trophy which should be presented to the Twenty-second regiment as a souvenir of the day, and the request was complied with.

FOURTH MATCH.

This match was open to all comers, the target being the size of a man on a slab six feet by two. Distance 100 yards. Position standing. The competitor making the greatest number of hits in one minute to be the winner.

There were only fourteen entries for the match. The first prize was $150, which was won by Drum Major G. A. Strube; the second prize, $25, being won by U. S. Smoot. Strube used a Ward Burton rifle, and Smoot a Remington.

Owing to the delay in the early part of the day there was no time for a formal presentation of the prizes, so each man came to headquarters and got his money or his badge as quietly as possible. At the same time the winners of the prizes were manifestly proud of their success, while there were very many competitors evidently sorely disappointed. When Drum Major Strube had won the fourth prize his friends literally carried him from the targets to the headquarters, amid cheers, the scene being the only merry occurrence of the day, except perhaps an exhibition of a Gatlin gun, which was plainly so deadly a weapon that conjectures as to its probable execution were enlivening. As to the shooting of the competitors, nothing can be said in praise, for it was very poor, the bull's eye not having been hit more than half a dozen times at 200 yards. Indeed, it was hit oftener at 500 yards than at 200, which looked very like random shots. It must be remembered, at the same time, that yesterday was the opening day of the Range, and that the majority of the men had not had any continued practice for several years. Some of the shooting done might reasonably be considered to have been a first essay with a Remington. There was enthusiasm enough, however, to tide them into any amount of practice they may be called upon to undertake. The Seventh regiment was conspicuous yesterday by its absence, and it was said that that gallant command would not be likely to grace the Range with the most elegant methods of firing at a bull's eye.

The following are the officers of the Association who were conspicuous yesterday in attending to business:—

Executive Committee—The Officers of the Association, and General Woodward, Major Partridge and General Sigel.

Committee on Finance—General Johnson, General Sigel, General Ward, Major Partridge and Major Powell.

Committee on Range—General Shaler, General Woodward, Captain Wingate, Messrs. D. W. Judd and Alfred W. Craven.

Committee on Prizes—Frederick M. Peck, Major Partridge, Major Smith, Captain Wingate and Colonel Cullen.

Committee on Membership—Major Smith, General Shaler, General Johnson, Major Powell and F. M. Peck.

Committee on Legislation—Mr. D. W. Judd, General Shaler, Colonel Cullen, Captain Wingate and Colonel Squire.

Auditing Committee—General Woodward, Major Powell and General Sigel.

THE LATE JOHN A. KENNEDY.

Respect Paid to His Memory—Action of the Odd Fellows, the Police Board and Citizens—The Arrangements for the Funeral.

The death of John A. Kennedy, ex-Superintendent of Police, yesterday, created a feeling of profound sorrow among his many friend, and especially grieved his brethren of the Odd Fellows and Masonic orders. During yesterday a large number of his old friends and admirers called at his late residence, No. 136 West Twenty-second street, to obtain a view of the body and to offer consolation to the family so suddenly bereaved. The visitors were largely made up of police captains and sergeants.

The body is placed in the rear parlor, on the first floor. The features preserve a natural look, and an expression of sleep rather than of death rests upon them.

AN ODD FELLOW'S TRIBUTE.

On a table near the body is a large, handsome walnut, frame, inlaid with gilt, containing the following resolutions, beautifully engrossed. The frame was presented to Mr. Kennedy during the present week:—

At a regular meeting of Getty's Lodge, No. 11, I. O. of O. F., held in Doric Room, Odd Fellow's Hall, May 15, 1873, the following preamble and resolutions were unanimously adopted:—

Whereas it is owing in a great measure to the able manner in which the different offices of Gratitude Lodge, No. 5, and Grand Secretary of the Grand Lodge of the State of Maryland, Grand Representative and Grand Master of the State of New York, and Grand Sire of the United States have been filled by John A. Kennedy, that the success of Odd Fellowship is attributable; and whereas, after a membership of forty years in our lodge, during which time—having received the highest honors in the bestowal of the Order—he did not deem it beneath his dignity to accept subordinate positions and render valuable personal services to Getty's Lodge, No. 11; therefore, be it

Resolved, That in acknowledgment of his incessant labors and constant devotion for our prosperity and benefit the heartiest thanks and gratitude are due and hereby tendered to our most worthy brother, John A. Kennedy, by Getty's Lodge, No. 11.

Resolved, That the foregoing preamble and resolutions be spread in full on the minutes and a committee of four be appointed to have the same suitably engrossed, framed and presented to our esteemed brother.

EDWARD BROWN, N. G.

G. H. WEIJEN, Secretary.
W. H. DEMAREST, P. G.,
JOHN TIMPSON, P. G.,
G. F. LUERSSON, P. G.,
G. H. WEIJEN, P. G.,
} Committee.

ACTION OF THE POLICE BOARD.

At a meeting of the Police Commissioners yesterday the following preamble and resolutions were adopted:—

Whereas the Board of Police have received with emotions of sorrow tidings of the death of John A. Kennedy, at his residence, 136 West twenty-second street, at half-past two o'clock P. M., on the 20th instant, aged sixty-nine years, ten months and eleven days. Mr. Kennedy for a period of ten of the best years of a well-spent life held the position of chief executive officer of the police force of the Metropolitan Police district, including the police force of the city of New York. It is becoming, therefore, that the members of this Board, and such of the officers and members of the force as can be spared from their official duties, should evince their sentiments of respect and regard for his distinguished qualities as a man, a citizen and a public officer by attending his obsequies; therefore

Resolved, That the Superintendent be authorized to grant leaves of absence in his discretion to any officers and members of the force who may desire to attend the funeral of Mr. Kennedy, and to furnish on the occasion such police escort as shall be appropriate and shall be desired and approved by the family of the deceased.

Resolved, That this Board desire to give public expression to their respect and esteem for the unblemished character and manly qualities and official energy, integrity and intelligence of the deceased, and call attention to him as one whose career as a citizen and public officer is worthy of commendation.

Resolved, That this Board tender their unfeigned sympathies to the respected widow of the deceased in her great sorrow, and join his numerous intimate friends in regrets at the death of a man of most exemplary character.

Resolved, That a copy of these resolutions be engrossed and transmitted to the widow of the deceased.

ACTION OF THE BUREAU OF ASSESSMENTS.

The following letter was yesterday forwarded to Comptroller Green:—

BUREAU OF COLLECTION OF ASSESSMENTS, NEW YORK, June 21.

HON. ANDREW H. GREEN, Comptroller:—

It becomes my painful duty to announce to you the death of the distinguished head of this bureau, John A. Kennedy, who expired at his residence in this city, on Friday, the 20th inst., at half-past two o'clock P. M. It will ever remain among my most treasured recollections that I have had the privilege of being associated with him in the discharge of a responsible trust, during the last year of his honored life, and I take this opportunity to tender a slight tribute to the great purity and self-sacrificing devotion which at all times so eminently characterized his actions in the discharge of his duties of this office, and, I might add, the several important public positions which in the past have been committed to his care. Respectfully,

ANDREW W. LEGGAT, Deputy Collector.

PROGRAMME OF THE FUNERAL.

It was decided yesterday to hold the funeral services on Thursday next, to enable relatives from Ohio to be present, but fearing that the remains could not be kept until that time the obsequies were set for Tuesday next, at two P. M., from the Central Methodist Episcopal church, Ninth avenue, near Twelfth street. The remains will be taken there from the house by the undertaker. The sermon will be preached by the pastor, Rev. Mr. Botone. The procession will leave the church about half-past three P. M. for Cypress Hills Cemetery, where the remains of the distinguished gentleman will be interred in the family plot. The services will be under the auspices of the Grand Lodge, I. O. O. F., Mr. R. J. Millard, Grand Secretary, having been requested by the family to superintend the arrangements. Getty's Lodge, No. 11, of which deceased was a member, will be among the chief mourners, and a large number of Odd Fellow's lodges and Masonic lodges, under the command of Deputy Grand Master Ellwood E. Thorne, will particulate at the grave. There will be the usual Odd Fellow's services.

THE PALL BEARERS.

The following gentlemen have been selected as pall bearers, the first six having been selected by the family of deceased:—

Thurlow Weed,	*Wilson Small,
Thomas C. Acton,	*John Medale,
John D. Lawson,	*C. V. Clark,
Mayor Havemeyer,	*William H. Demorest,
Rev. David Terry,	*Abraham Lent,
Elwood E. Thorne,	Judge N. B. Mountfort.

Those marked thus (*) are members of the Independent Order of Odd Fellows. It is expected that there will be Odd Fellows' delegations from Baltimore and other adjacent cities. The flags on the City Hall and other buildings were yesterday at half-mast, and also at Police Headquarters, Brooklyn.

THE OBSEQUIES OF HORACE F. CLARK.

The Interment to Take Place To-Day—Special Trains To Be Run—Resolutions of the Hudson River and New York Central Railroads.

The funeral of Horace F. Clark, the President of the Union Pacific Railroad, and son-in-law of Commodore Vanderbilt, who died of rheumatism of the heart, on Thursday, will take place from Madison square Presbyterian church (Rev. Dr. Adams), this afternoon, at half-past four o'clock. The remains will be interred at Woodlawn Cemetery, a special train leaving the Grand Central Depot at six o'clock. The train will return to the city at eight P. M. Relatives of the family will assemble at Mr. Clark's late residence, No. 10 East Twenty-second street, at half-past three P. M.

The New York, New Haven and Hartford Railroad Company will despatch a special from Springfield this morning to accommodate directors and other friends of deceased living on the line of the road.

At a meeting of the Board of Directors of the New York Central and Hudson River Railroad Company, held yesterday, the death of Horace F. Clark, a member of the Board, having been announced, it was ordered that the following be entered upon the minutes, and that a copy thereof, signed by the proper officers of this Company, be transmitted to his family:—

In the death of Horace F. Clark the members of this Board have lost one with whom they have been long and closely associated; one upon whose counsel they could always depend with confidence; one whose activity in the interests of the enterprise they represent was untiring and efficient; one the recollections of their personal intercourse with whom will always be pleasant. Mr. Clark became connected with the railroad interests of the country at a time when they were comparatively small. Being in the full vigor of physical and intellectual manhood, and bringing to bear upon those interests the force of his strong personality of character as well as the unreserved application of a mind highly cultured and strictly trained, it may be truly said that the great progress of the railroad system and its healthful development to its present magnitude are largely and directly due to his labors—labors into which he entered with an energy almost unsurpassed; labors which, no doubt, led to the event they are now met to consider. An earnest participator in everything relating to progress—an officer in the various companies forming the line of railroads connecting the Atlantic with the Pacific—reaching from ocean to ocean—crossing our entire country, and the master spirit in many of them, with a ready comprehension of the complicated questions and relations incidental thereto, a fertility of mind and capacity for adaptation that never failed—great, indeed, is the space made vacant by his death. A man and a gentleman, a true and a steadfast friend. What more can be said? To those who were bound to their late associate by the closer ties of blood and kindred the members of this Board give, individually, their earnest sympathy. We sadly put on record this tribute to the memory of Horace F. Clark.

IN MEMORIAM.

At a meeting of the Executive Committee of the Western Union Telegraph Company, held June 21, 1873, on motion the following preamble and resolutions were unanimously adopted:—

Whereas it has pleased Him whose ways are not our ways to take from his friends and from his labors Mr. Horace F. Clark, and we, who have known him well, desire to record on the pages where his name appears so often, an expression of sorrow for his loss, as well as our tribute to his varied service; therefore

Resolved, That we feel that one who has been so long a leader in the material enterprises of his country and prominent among the chief men of its chief city needs no recital of his works or his character; the trusts he was filling, the position he had won bear testimony weightier than words to an integrity that never was questioned; to the mental keenness, power and attainments manifested on so many exacting fields; to that broad grasp of the great undertakings of his time which yet, with rare felicity, was associated with exceeding accuracy and mastery of detail, and to that industry which resulted alike in his success and in his death.

Resolved, That we wish rather to record here our sense of his wise counsels and unremitting devotion to the interests of this company, our sorrowful recollection of long and pleasant personal intercourse, and our loss of a friend whose fidelity was positive, and who, when he promised support, never wavered or forgot.

Resolved, That we tender our sympathy to the family of our friend and that this committee will attend his funeral in a body.

A true copy from the minutes.

GEORGE H. MUMFORD, Secretary.

DEATH OF HENRY JEWETT'S VICTIM.

NASHUA, N. H., June 21, 1873.

Miss Ella F. Wood, who was shot one week ago to-day, in Hudson, by Henry Jewett, died this morning from the wound in her forehead.

SHIPPING NEWS.

Almanac for New York—This Day.

SUN AND MOON.			HIGH WATER.		
Sun rises.....	4 29		Gov. Island.....eve	6	40
Sun sets.....	7 34		Sandy Hook....eve	5	55
Moon rises..morn	2 35		Hell Gate.....eve	8	25

OCEAN STEAMERS.

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

Steamers.	Sails.	Destination.	Office.
Assyria.....	June 25..	Glasgow....	7 Bowling Green
Nevada.....	June 25..	Liverpool..	39 Broadway.
New York.....	June 25..	Bremen....	2 Bowling Green
Cimbria.....	June 26..	Hamburg...	61 Broadway.
Denmark.....	June 26..	London....	69 Broadway.
Adriatic.....	June 28..	Liverpool..	19 Broadway
Rhein.....	June 28.	Bremen....	2 Bowling Green
Castalia.....	June 28..	Glasgow....	7 Bowling Green
Pereire.....	June 28..	Havre.....	58 Broadway.
City of Antwerp..	June 28..	Liverpool..	15 Broadway.
Spain.....	June 28..	Liverpool..	69 Broadway.
Vandalia.....	June 28..	Hamburg..	61 Broadway
Graf Bismarck....	July 2..	Bremen....	2 Bowling Green
Europa.....	July 2..	Glasgow....	7 Bowling Green
City of Limerick	July 3..	Liverpool..	15 Broadway.
Hammonia.....	July 5..	Hamburg..	61 Broadway.
Baltic.....	July 5..	Liverpool..	19 Broadway.
Donau.....	July 5..	Bremen....	2 Bowling Green

PORT OF NEW YORK, JUNE 21, 1873.

CLEARED.

Steamship Canada (Br), Webster, Liverpool via Queenstown—F W J Hurst.
Steamship City of Brooklyn (Br), Tibbets, Liverpool via Queenstown—John G Dale.
Steamship Batavia (Br), Morland, Liverpool via Queenstown—C G Francklyn.
Steamship Alexandria (Br), Mackay, Glasgow—Henderson Bros.
Steamship Mosel (Ger), Ernst, Bremen via Southampton—Oelrichs & Co.
Steamship Albemarle, Read, Hamilton (Bermuda)—Lunt Bros.
Steamship City of San Antonio, Pennington, Galveston via Key West—C H Mallory & Co.
Steamship Mississippi, Crowell, New Orleans—Frederic Baker.
Steamship Huntsville, Crowell, Savannah—Robt Lowden.
Steamship San Salvador, Nickerson, Savannah—W R Garrison.
Steamship Charleston, Berry, Charleston—J W Quintard & Co.
Steamship E C Knight, Chichester, Georgetown, DC—J C Kenyon.
Steamship Fanita, Doane, Philadelphia—Lorillard Steamship Co.
Bark Nordboen (Nor), Haagensen, Morgan Pill—Tetens & Bockmann.
Bark Concurrenten (Nor), Sivertsen, Cork for orders—Tetens & Bockmann.
Bark Socrates (Nor), Bronnas, Riga—Funch, Edye & Co.
Bark Helene (Nor), Larssen, Stettin—Funch, Edye & Co.
Bark President Von Blumenthal (Ger), Schwarz, Stettin—Funch, Edye & Co.
Bark Esperance (Nor), Christophersen, Rostock—Funch, Edye & Co.
Bark Hong Kong (Ger), Brandhoff, Newfahrwassen—C Tobias & Co.
Bark Ferrero (Ital), Cafiero, Marseilles—Jas Henry.
Bark Rebecca Caruana, Johnson, Sagua—Waydell & Co.
Brig Plod (Aus), Tarradochia, Cork or Falmouth—Slocovich & Co.
Brig Thos Campbell, Lewis, Barbados—Jas W Elwell & Co.
Brig Isabel (Br), McLaren, Barbados—Dwight & Platt.
Brig Lydia H Cole, Jones, St Jago and Guantanamo—Waydell & Co.
Brig Peter Roberts (Br), Hunter, Windsor—C W Berteaux & Co.
Brig Rapid, Dumas, New Orleans—Hewlett & Torrance.
Schr Cambria (Br), Weldon, Maracaibo—Henry & Parker.
Schr Gertrude, Kelly, Nassau—Jos Eneas.
Schr Matilda M (Br), Merriam, Halifax—D R DeWolf & Co.
Schr Gem, Coll, Galveston—C H Mallory & Co.
Schr Jennie, Stout, Savannah—Evans, Ball & Co.
Schr Annie Shepard, Terry, Little River, SC—Pettinger & Russell.
Schr Emma S Gregory, Thorndike, Baltimore—W Chalmers.
Schr Martha Gale, Smith, Boston—Miller & Houghton.
Schr John Atwood, Chase, Boston—B J Wenberg.
Schr Martha F Pike, Allen, Gloucester—B J Wenberg.
Schr R J Evans, Morgan, Gloucester—B J Wenberg.
Schr V Barkalew, Martin, New Haven—Rackett & Bro.
Schr Sallie Burton, Burley, Stamford—Stamford Manufacturing Co.
Steamer Black Diamond, Meredith, Philadelphia—W Kirkpatrick.
Steamer Beverly, Pierce, Philadelphia.

ARRIVALS.

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

Steamship Rhein (Ger), Meyer, Bremen June 7 via Southampton 10th, with mdse and 707 passengers to Oelrichs & Co. Had westerly winds throughout; June 16, lat 45 20 N, lon 42 30 W, passed bark Mina Sheldon (of Philadelphia), bound west; 19th, lat 42 20, lon 60 48, a Cunard bark-rigged steamship, bound east.

Steamship Virginia (Br), Sadlier, Glasgow June 6, and Lorne 7th, with mdse and 118 passengers to Austin, Bald Wm & Co.

Steamship Weybosset, Potter, Port au Prince June 9, and Gonaives 13th, with mdse and passengers to the New York and West Indian Steamship Co.

Steamship George Cromwell, Clapp, Matanilla Reef June 17, to Clark & Seaman. Was towed to this port by steamship George Washington.

Steamship George Washington, Quick, New Orleans June 11, via Mantilla Reef 17th, with mdse and passengers to Clark & Seaman. Towed to this port steamship George Cromwell.

Steamship Gen Meade, Sampson, New Orleans June 14, with mdse and passengers to Fred Baker.

Steamship South Carolina, Beckett, Charleston June 17, with mdse and passengers to J W Quintard & Co.

Bark W A Farnsworth (of Singapore), Bray, Padang 116 days, with mdse to F Baker. April 13, off the Cape of Good Hope, spoke ship Clodien (Br), from Port Adelaide for London, with loss of spars (the captain reported that he had experienced a severe hurricane March 12, which dismasted him); June 15, lat 40 N, lon 72 16 W, bark Courser (of Stockton), hence for Montevideo.

Bark Rolla (of London), Way, Yokohama Feb 10, with mdse to J D Wood & Co; April 10, lat 32 S, lon 38 E, experienced a violent squall almost equal to a hurricane, lasting 4 hours; the mizzen courses, topsails, jib and topgallant sails were just hauled up and hanging in the gear and were blown to pieces; April 22, lat 35 40 S, lon 24 20 E, spoke ship Dreadnought (Br), from Bombay for Liverpool, 66 days out; 27th, lat 32 35 S, lon 15 05 E, ship Indian Empire (Br), from Simons Bay for Dundee, 3 days out; May 2, lat 25 17 S, lon 4 21 E, ship Attaliah (Br), from Calcutta for Trinidad, 62 days out; 19th, lat 1 09 S, lon 24 40 W, bark Pegasus (Fr), from Bordeaux for Buenos Ayres, 28 days out; June 2, lat 8 19 N, lon 39 29 W, ship Southern Belle (Br), from Manila for New York, 114 days out.

Bark Frey (Nor), Halversen, Amsterdam 45 days, in ballast, to C Tobias & Co.

Bark Templar, Bartlett, Leghorn 60 days, with marble and rags to Lunt Bros.

Bark Contest (Br), Scott, Buenos Ayres 38 days, in ballast to Pedergast Bros & Co.

Bark Maggie Horton (of Yarmouth, NS), Brown, Caibarien 10 days, with sugar to C P Sherman; vessel to Snow & Burgess.

Bark Amelia, Ross, Caibarien 11 days, with sugar to E D Morgan & Co; vessel to J Atkins & Co.

Brig Velocity (of Kingston, Ja), Pons, Cienfuegos 18 days with sugar to Commercial Warehouse Co.

Brig Tubel Cain (of Yarmouth, Me), Stone, Matanzas 10 days, with sugar to James Henry. June 14, lat 30, lon 79, spoke ship Lancaster, from New Orleans for Liverpool.

Brig T H A Pitt (of Bermuda), Bulford, Bermuda 6 days, with produce to Jones & Lough.

Brig A M B (of Halifax), Bellontain, Port Caledonia, CB, 14 days, with coal to G H Brewer; vessel to Hatton, Watson & Co.

Schr Silver Star, Smith, Para 16 days, with rubber and nuts to C Ludman; vessel to Dollner, Potter & Co.

Schr Morford & Trubee (Br), Smith, Naguabo, PR, 10 days, with sugar and molasses to Hicks & Tabing; vessel to Peniston & Co.

Schr Goodwill (Br), Ingraham, Eleuthera 6 days, with pineapples to Joseph Eneas.

Schr David Ames, Ames, Fernandina 8 days, with lumber to Keppinger & Russell; vessel to master.

Schr Mary Mankin, Tyler, Charleston 7 days, with lumber to Squires, Thornton & Co.

Schr Jennie Hall, Bailey, Virginia.

Schr Mary Riley, Riley, Alexandria.

Passed Through Hell Gate.

BOUND SOUTH.

Schr Island Belle, Creath, Campobello, NS, for New York, 9 days, with lumber to Jed Frye & Co.

Schr White Star (Br), Bayard, St John, NB, for New York, with laths to Heaney & Parker.

Schr Flying Fish, Halleck, Providence for New York.

Schr Casco Lodge, Hatch, Boston for New York.

Schr W W Brainard, Fitch, Providence for New York.

Schr Sam Weller, Brockway, Connecticut River for New York, with stone to Miller & Co.

Schr A G Pease, Nickerson, Connecticut River for New York, with stone to Miller & Co.

Schr Minquas, Heaney, Providence for New York.

Schr Maria Fleming, Barber, Providence for New York.

Schr May Day, Adams, Spruce Head for New York, with stone to order.

Schr Commodore Tucker, Brown, Fall River for New York.

Schr A Tyrrell, Smith, Providence for New York.

Schr Susan & Mary, Lowell, Rockport for Newark, with stone.

Schr Peacedale, Caswell, Fall River for Elizabethport.

Schr Ella, Sammis, Huntington for New York.

Schr Jane E Potts, Lawrence, Fall River for New York.

Schr Lucy Church, Ryder, Pawtucket for New York.

Schr Brig, Chase, New Bedford for New York.

Schr F A Colcord, Harris, Fall River for New York.

Schr Hudson, Post, New London for New York.

Schr Nicholas Merehoff, Merehoff, Providence for Haverstraw.

Schr Henry Cole, Chadwick, Providence for New York.

Schr Julia Franklin, Young, Rockport for Newark, with stone to order.

Schr Harriet Fuller, Willard, Portland for Sandy Hook, with lumber.

Schr Hannah D, Atkins, New Haven for New York.

Schr Goddess, Kelly, Pawtucket for Rondout.

Schr Fred Tyler, Tyrrell, Providence for New York.

Schr Daniel Morris, Manson, Pawtucket for New York.

Schr Amelia, Terry, Providence for New York.

Schr Harriet Lewis, Searle, Providence for New York.

Schr Marion, Gage, Fall River for New York.

Schr Orozimbo, Snow, Calais for New York, with lath to G Boardman.

Schr Julia A Berkele, Kidridge, Clark's Island for Troy, with stone.

Schr Maria Fleming, Williams, Providence for Elizabethport (not as before).

Schr Alice B Glassey, Boston for New York.

Schr Belle, Simpson, Bridgeport for New York.

Schr Chauncey St John, Parsons, New Haven for New York.

Schr James Buchanan, Kelly, Derby for New York.

Schr Mail, Mead, Greenwich for New York, with stone to order.

BOUND EAST.

US steam corvette Plymouth, Shufeldt, New York for Portsmouth.

Steamship Nereus, Bearse, New York for Boston.

Steamship Wamsutta, Fish, New York for New Bedford.

Bark Ella Oliver, New York for Portland.

Brig Peter Roberts (Br), Hunter, New York for Windsor, NS.

Brig Proteus, Ackley, Hoboken for Boston.

Schr America (Br), Nugent, New York for Point-a Pitre.

Schr Plough Boy, Jones, New York for Boston.

Schr Maria Reynolds, Hazleton, New York for Boston.

Schr Clara Jane, Allsop, New York for Boston.

Schr B Clifford, Simonson, New York for Providence.

Schr John H Schaffee, Buell, Hoboken for Hartford.

Schr Comet, Bray, New York for Boston.

Schr A M Achen, Smith, New York for Hartford.

Schr S F Woolsey, Tyrrell, Hoboken for Providence.

Schr Niantic, Paddelford, New York for Taunton.

Schr Charles Carroll, Chase, Elizabethport for Providence.

Schr Richard Hill, Hill, New York for New Haven.

Schr Fannie Hazard, Ross, New York for Connecticut River.

Schr L Daniels, Clark, New York for Hartford.

Schr Potter & Hooper, Bradbury, Haverstraw for Pawtucket.

Schr Brilliant, Connor, Port Johnson for Salem.

Schr Mary Louisa, Gaskill, Amboy for Boston.

Schr Belle, Baum, Elizabethport for Plymouth.

Schr Martha Weeks, Orcutt, Hoboken for Boston.

Schr May Day, Adams, New York for Bangor.

Schr Commodore Tooker, Munroe, Elizabethport for Boston.

Schr Matilda M (Br), Merriam, New York for Halifax, NS.

Schr J H Young, Barrett, Hoboken for Providence.

Schr Edwin S Tyler, Murray, Port Johnson for Middletown.

Schr Chief, Smith, New York for Norwich.

Schr Blackstone, Wixon, Hoboken for Providence.

Schr Prudence, Hoxie, New York for Fall River.

Schr Ocean Queen, Mott, New York for Greenport.

Schr Willie Luce, Cabot, New York for Boston.

Schr Orlando Smith, Ferris, Elizabethportfor Portchester.

Steamer Albatross, Davis, New York for Providence.

Steamer Galatea, Gate, New York for Providence.

Steamer Thetis, Gale, New York for Providence.

HERALD TELEGRAPH STATION, WHITESTONE, June 21, 1873.

The following table shows the number of vessels which passed this station during the week ending June 21:—

INWARD SOUND.

Steamships.....	11	Schooners.....	251
Brigs.....	2		
Total.....			264

OUTWARD SOUND.

Steamships.....	15	Brigs.....	14
Barks.....	3	Schooners.....	385
Total.....			417

SAILED.

Steamships Mosel, Bremen; City of Brooklyn, Canada, and Batavia, Liverpool; Victoria, Glasgow; Albemarle, Bermuda; City of San Antonio, Galveston via Key West; George Washington, and Mississippi, New Orleans; San Salvador and Huntsville, Savannah; Charleston Charleston; E C Knight, Georgetown, DC; Old Dominion, Richmond, &c; Fanita, Philadelphia; ship Dorothy, Glasgow; Cyclone, Montevideo; barks Monte Tabor, Gloucester; Gensbok, Dunedin and Wellington; Samuele, Trieste; Trait d'Union, Port au Prince; Tacito, Queenstown; Sigard Jael, Cork; Noah, do or Falmouth; Quatro Fratelli, Wisbeach, E; Madeap, Salonica; H L Routh, New Orleans; Kestrel, St John, NB; Phenix, Pictou, NS; Brigs Robt Mowe, Barbados; Harry Virden, Vera Cruz; Mattie B Russell, Guantanamo; Victor, Cork; Guglielmo Tomasino, Penarth Roads; Incoronata Monte Carmelo, Odessa; Somerset, Wilmington, NC; Louise Price, Port au Prince; schrs W L Burroughs, Wilmington, NC; Annie Shepard, Little River, SC.

Wind at sunset NW, light.

Marine Disasters.

BARK CHARLOTTE (Br), from Liverpool for St John, NB, with a general cargo of goods, has been abandoned at sea. No particulars are given.

SCHR QUODDY, Fanning, ran ashore on Quoddy Head night of 13th inst in a thick fog; her jibboom was broken off and her forefoot and piece of keel knocked off.

SCHR HELEN MAR, of Dennisport, ran into the Sow and Pigs Lightvessel 18th inst, bending the latter's anchor stock, breaking the rail and doing some damage to headgear. The schooner's quarter rail was carried away.

SCHR MINNIE G ATKINS, a small coasting vessel, was in collision 21st inst with schr Laura May, on the bar at the entrance to the harbor of San Francisco, and sunk; no lives lost.

U S STEAMER FROLIC remained hard and fast aground at Mathias Point 20th, with her bow 8 feet out of water at low tide.

U S REVENUE STEAMER JASMINE, while lying alongside the steamer Weybosset, in the East River, was run into by the steamboat Harlem, staving a hole in the hull of the jasmine and carrying away the bulwarks store and art on the port side. The Harlem sustained no damage.

While the yacht Restless was lying at anchor off the Quarantine Landing she was run into by the yacht Magic and had her mainboom carried away; the latter lost her jibboom.

CAPE TOWN, May 6—The bark Eureka, Prince, from Java, put in here May 3, leaky; she will undergo repairs.

SLIGO, June 9—The Tritone, from Baltimore, arrived yesterday, grounded outside anchorage, but no ascertained injury therefrom.

SAN FRANCISCO, June 14—Yesterday morning a collision took place off Beale street wharf, between the schr Undine and the British ship Iron Crown. The latter was being moored off the wharf when the schr drifted foul of her, carrying away the ship's jibboom and otherwise damaging portions of her head gear to the value of about $250. The schr remained to get clear without receiving any material injury.

THURSO, June 9—The bark Martha (of Stettin), Sheuveich, from Philadelphia for Konigsberg (petroleum), stranded in Dunnet Bay yesterday morning; no prospect of saving ship or cargo; crew saved.

Miscellaneous.

BARK GRANADA (Br), Curran, for Plymouth, E, which put back to Pensacola May 2, waterlogged, was sold at auction at the latter port June 13. The hull, rigging, &c, were sold separately; the amount realized was $1931 20. The G was 705 tons burthen, and hailed from Belfast, I.

Notice to Mariners.

FRANCE—NORTH COAST—BUOYS IN HAVRE ROADS.

The commander of the despatch boat Faon reports the following changes in the buoyage of Havre Roads:—

1. The buoy which was NW from the Ratier has been taken more to the westward. It is now a red conical buoy, vertical, with a red staff and ball, and the words "Ratier N O" painted on it,