THE WAWASET DISASTER.

Statement of a Self-Possessed Passenger—The Life Preservers Packed Tight and Stowed Away—Sixty-seven Bodies Recovered and Disposed Of.

WASHINGTON, August 11, 1873.

The Wawaset disaster still continues fresh in the minds of those who had loved ones and friends on board and yet remain unheard of, but who have long since given up the hope of meeting them again alive. Many accounts have been given of the burning of the ill-fated steamer, but all have come from passengers who were in the forward part of the boat at the time of the discovery of the fire. Mr. William E. Emmerson, of Alexandria, who was in the after part of the boat, makes the following statement, the only one thus far published of a passenger in that part of the steamer, where the greatest loss of life occurred, and whose testimony will be of the highest importance before the Investigating Board. He furnishes the most thrilling statement yet made:—

STATEMENT OF MR. WM. E. EMMERSON.

As the boat neared Chatterton I was sitting on the port side of the upper deck, my back against the frame work around the smoke stack, and had just taken the Alexandria *Gazette* of Friday afternoon from my pocket and was about to read when I smelt something burning; I looked down the aperture where the beam works, and saw the space below filled with smoke. I said quietly to a gentleman at my side, "The boat is on fire," and then went off to look after my little niece, who was with Mrs. Taylor. The alarm had been given at this time, and I started to look for the life preservers. These I found stowed in the frames of the ceilings in the passage way between the wheel house and the engine. They were packed so tight that it was about three minutes before I got one loose. During that time the fire was bursting up from the engine hole alongside, and my hat was somewhat burned and I had to get back into the aft saloon on my hands and knees. I went up by the stairway over the boiler to the upper saloon, took my little niece by the hand and made her sit beside me on the life preservers while I took off my coat, shoes, socks, cuffs, &c. At this time a crowd of colored people had filled a wooden boat that hung to the davits even with the freight deck. Some one cut the bow rope and the bow fell, her stern hanging in the air, and the load fell into the water. I could see them grapple with each other. I believe all of them were drowned. The bow was then lowered, and a crowd again got in the boat, but the steamer went forward so fast that the stern of the boat was torn out and she sunk. By this time

THE FIRE WAS BEGINNING TO COME AFT

and some of the ladies' dresses caught fire. A man—the only man I saw in the stern saloon except myself—attempted to take my life preservers from me, but I resisted him and he was unable to do so. I then fixed my life preservers, took my little niece in my arms, and slid down to the freight deck, where I stood on the guard, holding my niece upon the rail until the heat became insupportable, and I slid into the river; put my niece on the life preserver and pushed away from the boat. About the same time nearly every living soul astern jumped overboard. The boat shot a long way ahead of me, and when I last got a glimpse of her I saw no human being on the rail except two little children, who were burning up close by the stern rail. I could not tell whether they were white or colored. At this time the boat was still, I think, nearly half a mile from shore. It reached the shore a long way ahead of me, but I got there safely with my little niece.

BODIES RECOVERED AND BURIED.

At half-past seven o'clock last evening the tug Johnson Brothers returned to this city with Mr. Joseph Reed and the body of his youngest daughter, aged five years, which was recovered by them during the morning. They also picked up a colored woman, but was so decomposed and disfigured that it was impossible to carry her away, and she, like many others, was interred on the shore, in sight of the scene of the burnt steamer. Seven more unknown bodies were recovered on the Maryland shore, and, after a description of the clothing about their persons was taken, they were also buried. These were the only bodies recovered yesterday up to the leaving of the tug. Eleven were found on the day before, after the departure of the steamer Charlotte Vanderbilt, thus swelling the list of victims twenty more, and making the total lost thus far seventy-six.

THE FIRE FIEND.

A Fire at the Boston Highlands.

BOSTON, August 11, 1873.

The fire at Sewall, Day & Co.'s cordage works, on Parker street, this afternoon, was confined to the building No. 2. The loss is $40,000; insurance $30,000, in Boston offices. Owing to a brick partition the building No. 1 was saved. The fire originated in the cellar among some black hemp.

The Portland Fire.

PORTLAND, Me., August 11, 1873.

It is reported that the owners of Sanford's independent line of steamers lose several thousand dollars by the burning of the steamers in Portland harbor.

The body of William Mattison, the stevedore, has been recovered.

The body of Percy O'Neil, a fireman on the Dirigo, who belonged to Brooklyn, has been recovered. He was not known to have been drowned until his body was found.

A watchman on the steamer Dirigo named Hobbs, a resident of Cape Elizabeth, is missing and is supposed to have been burned to death while sleeping between decks.

The Steampacket Company will build a temporary shed on the Atlantic wharf.

The Maine Steamship Company will go to Brown's wharf temporarily. The Franconia will leave for New York on Thursday, and the Chesapeake on Monday. The company will contract at once for a new steamer.

The Carlotta was towed up to-day. The engineers say her hull, engine and boilers are not materially damaged and that $30,000 will rebuild her.

It is thought 10,000 bushels of corn may be saved from the elevator.

A Conflagration at St. Louis.

ST. LOUIS, MO., August 11, 1873.

Shortly after one o'clock this morning a fire broke out in a large two story building on the corner of Washington avenue and Sixth street, and formerly known as the State tobacco warehouse, but for a long time occupied by a number of small shops. Among the losers are Flesh & Moak and McGinnis & Bolton, painters; John R. Scott, auctioneer; John McMahon and Morris & Brother, plumbers; John Rooney, saloon; J. Valentine and Workhouse & Co., spring bed mattress makers; Charles Lindenberg, wire works and bird dealer, and E. A. Skeele. The latter occupied almost the entire second story as a furniture dealer, and had a considerable quantity of furniture in store for other persons. The loss is estimated at from twenty thousand to thirty thousand dollars. The insurance has not yet been ascertained.

A Cabinet Factory Destroyed.

ELORA, Ontario August 11, 1873.

D. M. Petter's dwelling house, Mundello's cabinet factory and dwelling and the storehouse of the Elora Agricultural Machine Company were destroyed by fire on Saturday night. Loss about fifteen thousand dollars.

Fire in the Quarantine Light House.

QUARANTINE, S. I., August 11, 1873.

The fire in the Light House depot last night started in the lower room in the southeast corner of the building, which was used as a storeroom for lenses in cases. The fire was confined to the room where it originated. The damage, which was principally to the wood work and windows of the room and cases, is variously estimated at from $500 to $700. The origin of the fire is unknown.

Live Stock Burned to Death.

BOSTON, August 11, 1873.

A fire in Watertown yesterday morning destroyed Warren Ladd's barn, with three horses, a bull and forty-five tons of hay. The loss is $4,000.

Lake City, Fla., Visited by Fire.

SAVANNAH, Ga., August 11, 1873.

A fire this morning at Lake City, Fla., destroyed property to the value of $20,000.

Destructive Fire at Minneapolis, Minn.

MINNEAPOLIS, August 11, 1873.

A fire in the lumber yard of W. N. Judd in this city yesterday destroyed about two million feet of lumber. Several frame buildings near were destroyed. The total loss is from $60,000 to $75,000. The lumber is insured for about $20,000.

Hay Burned at Bangor, Me.

BANGOR, Me., August 11, 1873.

Three barges filled with hay, belonging to Frederick Spafford, were burned yesterday.

Widows' and Orphans' Home Burned Out.

KANSAS CITY, August 11, 1873.

The Widows' and Orphans' Home, near this city, was totally destroyed by fire to-day, leaving the inmates homeless. A small part of the furniture was saved, but everything else, including clothing, was lost. Assistance of all kinds is urgently needed.

PITTSBURG WRESTLERS.

Law and Tuney Enter the Ring—Evenly Matched Champions—Neither the Englishman Nor the Irishman Can Get a "Fall," and a "Draw" is Declared.

PITTSBURG, Pa., August 11, 1873.

This afternoon a wrestling match of the "catch as catch can" style, for a purse of $1,000, between Michael Tuney, an Irishman, and Edmund Law, ex-champion of England, took place in the woods, about six miles from this city, on the Sharpsburg road. The men attempted to wrestle at Friendship Grove about a week ago, but, as there were roughs of the worst description present, who cut the ropes and rushed into the ring and crowded about the men so that they almost suffocated, they had given up the thing for the time. The referee notified the men to keep in training, and fixed the day for a renewal of the struggle.

A party numbering about fifty persons left the city in carriages and reached the spot selected at about three o'clock, and in fifteen minutes afterward the principals were in the ring, stripped and ready for work. Both men were in excellent form, Tuney especially, who was the heaviest of the two, and whose muscles on the back and arms stood out prominently. Law, who is a sinewy, trim built young fellow, was in fine condition and supple as a ballet girl. John Grant, the referee, then addressed the men, saying that either must not resort to any unfair means to win; that there should be no choking, biting or striking. The crowd was also notified that the first man who attempted to enter the ring would be shot, and from the wicked countenances of the ring keepers none were disposed to try the experiment. There was considerable excitement attending the betting at this period, money being laid evenly. Law was attended by Ralph Wolfendale and Charley Mendiza, while Dan Early and William Herring did the honors for Mike.

At half-past three o'clock the men clinched, and in an instant a desperate struggle for the fall ensued. Law, who was the most scientific man of the two, trying the cross-buttock on Tuney, but it was not a success; and in turn he was shot off his feet, but fell on his elbows and knees and remained there, despite the efforts of the other to dislodge him. There was no resting and no breathing spell, but up they came again, panting for breath, and, with the sun sending his fierce rays down on their overheated bodies, they clinched again and struggled for the fall, each grinding his teeth in vexation and rage at the failure of each other's efforts to secure a fall. After wrestling for three-quarters of an hour without a fall on either side the men asked for water to quench their thirst, but this was refused by the referee, who would not allow a drop of anything to either of the combatants.

Law at this period was bleeding from a wound on his eye, and the blood was running from his breast from the deep scratches in his neck, while his opponent's knees were raw as beefsteak. They had been wrestling now for one hour, and in the judgment of the crowd the men were so evenly matched that a fall for either was hardly possible. Their bodies, legs and arms were wet with perspiration, and a good hold was out of the question. They kept at it, however, and savagely, too, for another twenty-five minutes, when the backers of the men came to the conclusion that it was no use to continue the struggle, so they called a draw. Law, on the termination of the contest, said that in the fifteen matches in England, all of which he won he never encountered a person who stood up before him like Tuney. The crowd, which was of a bad stripe, was comparatively orderly, and returned to the city quietly after dark.

SARATOGA RACES.

Pool Selling for the Races To-Day—The Probable Starters in the Mile Dash and the One and Three-Quarter Mile Free Handicap.

SARATOGA, N. Y., August 11, 1873.

After a dull and uninteresting day those who were assembled here to witness the races were only too glad to get to the pool room to-night to learn who would start to-morrow, to canvass the possible chances of the entries and to purchase pools. The latter was, however, comparatively slow business to-night, from the uncertainty of the starters in the two handicaps and the apparent certainty of two stables, one in each race to produce the winner. The first race is a dash of a mile for all ages, with maiden allowances, the entries for which are Crockford, 3 years old, 96 lbs.; Minnie W., 3 years old, 87 lbs.; Joe Daniels, 4 years old, 108 lbs.; Wizard, 3 years old, 90 lbs.; Business, 4 years old, 108 lbs., and Quits, 3 years old, 82 lbs. Crockford sells for first choice, bringing $400, Joe Daniels next ($280), Minnie W. third ($100), Business $25, Wizard $20 and Quits $20.

The second race is a free handicap of a mile and three-quarters, for which the following will probably start:—Village Blacksmith, aged, 105 lbs.; Golitza, 4 years old, 103 lbs.; Arizona, 6 years old, 106 lbs.; Camden, 5 years old, 101 lbs.; Gerald, aged, 101 lbs.; Eolus, 5 years old, 101 lbs.; The Moor, 4 years old, 97 lbs.; Mart Jordan, 3 years old, 84 lbs.; Warlike, three years old, 83 lbs., and Chickabiddy, six years old, 102 lbs. So well is the Franklin pair, Golitza and Arizona, thought of that offers to back them against the field found no takers, the same being on Duffy, who is handicapped at 161 lbs., two miles over eight hurdles; the other starters probably being Blind Tom, 180 lbs.; Trade Wind, 150 lbs.; Revenge, late Sorrel Dan, 147 lbs.; N. P., 142 lbs.; Villey, 142 lbs. and Victor, 138 lbs.

Another obstacle in pool selling to-night was no doubt the uncertainty of the weather, it being very threatening all the evening.

UTICA PARK RACES.

Preparing for the First Day of the August Meeting—Pool Selling on the Starters.

UTICA, N. Y., August 11, 1873.

There promises to be a fair attendance here at the races to-morrow. A drizzling rain set in about five o'clock this morning and continued till nine. The owners of several horses here claim that the track was hard, and those who are familiar with it that the rain will put it in just the proper condition. Pools are selling at four places in the city to-night. At Barker & Gorman's, in Baggs' Hotel, the average in the twenty-seven race was:—Gloster, $100; Nettie, $60; Lucille Gold Dust, $18; Blanche and Joe Brown, $10 and the field, including St. James. Nettie sold as first choice once, but failed to bring first money. In the 34 race Stewart Maloney brought $20, Barney Kelly $10, Idol Girl $6, and the field $10.

Heavy Rain at Utica.

UTICA, N. Y., August 11—Midnight.

Since my first despatch the rain is again falling, and now, at midnight, it is coming down heavily and steadily, with every prospect of continuing during the night and spoiling the races to-morrow.

BASE BALL.

A Champion Game in the New Dominion.

GUELPH, Ont., Canada, August 11, 1873.

A game of base ball for the championship of the Dominion was played here to-day between the St. Lawrence Club, of Kingston, and the Maple Leaf Club, of Guelph. The latter won by a score of 36 to 3.

The Red Stockings, of Boston, play the Maple Leaf Club here on the 22d inst.

The Red Stockings and Enterprise Clubs at Pittsburg.

PITTSBURG, Pa., August 11, 1873.

The Red Stockings and Enterprise Clubs played a game of ball here to-day which resulted as follows:—Red Stockings, 36; Enterprise, 5.

BATHING DISASTERS.

BOSTON, August 11, 1873.

At Sharon, on Saturday, Daniel Kettle, a native of Pennsylvania, about thirty-six years old, was drowned while bathing.

James Scannell was drowned on Saturday, at Quincy, while bathing.

A MASONIC ENCAMPMENT.

AUBURN, N. Y., August 11, 1873.

A grand encampment of the Sir Knights of the Masonic Order of Western New York will commence in this city to-morrow and continue three days. It is anticipated that 1,000 members of the Order will be present.

THE TORONTO POST OFFICE ROBBED.

TORONTO, Ont., Canada, August 11, 1873.

The Toronto Post Office was entered by robbers yesterday and ninety-one registered letters were stolen from the sale. The matter is being thoroughly investigated by the authorities.

A MOTHER-IN-LAW POISONED.

DETROIT, Mich., August 11, 1873.

A horrible case of murder by poisoning occurred near Owosso, Mich., yesterday, the victim being a Mrs. Wartemberg. Her son-in-law, Charles Moore, was arrested, and confessed to having given her arsenic. A desire to possess her property was the probable motive for the murder.

ODD FELLOWS PRESENTATION.

PORTSMOUTH, N. H., August 11, 1873.

The Odd Fellows of this city this morning presented a costly and elegant jewel and collar to Grand Representatives James F. Hartshorne. Brief addresses were made.

CUSTOM HOUSE AFFAIRS.

An Edict Issued Against Powers of Attorney.

After the great stagnancy existing during the past month it is quite refreshing to see renewed activity prevailing in every branch of the customs department. The rotunda is filled from nine A. M. to three P. M. to repletion, and the young imps of the brokers (who, from their dare-devil tricks and antics, must be kin to printers' devils) hop around as lively as toads, and make things red-hot for the unsophisticated. In a word, the Fall business, as far as imports are concerned, may be said to have commenced in good earnest, and there is every prospect ahead of a good, brisk season.

A growing evil at the Custom House for some time past has been the practice of importers to delegate power of attorney to persons for the purpose of swearing to invoices and withdrawal entries in place of the consignee. As such proceedings were clearly in violation of the statute under the act of Congress passed 1799, Collector Arthur determined to put a stop thereto at once, and instructed his deputies henceforth not to accept the oath of any agent, though he may be in possession of a power of attorney, on any invoice for entry, and if the principal is not sufficiently interested in conducting his own business according to law, then the importation must go under "General Orders" and be subject to additional expense. The law upon this subject is very strict and the Collector is determined to carry out its provisions to the letter.

The repairs to the public stores in Greenwich street, so recently burned, are almost complete. The regular business will be fully resumed to-morrow, when both elevators will again be in regular running order. Since the fire, goods had to be sent to general order warehouses for examination, but this arrangement which caused considerable confusion while it lasted, will be entirely abrogated with the restoration of the damaged building. The débris left from the flames have been removed to Hanover square and placed in the stores of the government auctioneer, Mr. John H. Draper, to be sold at public vendue on Thursday.

EASTERN ASIA AND AMERICAN COMMERCE.

TO THE EDITOR OF THE HERALD:—

In the editorial columns of this day's HERALD there are two articles suggestive to my mind of a subject which, although of great importance to American interests, has not yet received sufficient attention. I allude to the extension of our commerce with Eastern Asia and the Pacific. In the Indian Archipelago, Australia, the Pacific islands and Asia from Manila to the head of the Persian Gulf, is a vast field for the development of commerce, and where the American flag is now comparatively unknown. But with the growing importance of our Western seaboard, to say nothing of the extension of that seaboard, at, probably, no distant day, to the limits, at least of Southern California, it is of the utmost interest to look forward in time to securing a trade which will add largely to the wealth of our people. And now is the time to see to this, when a new awakening is taking place in Europe in the same direction and when we can enter upon the race upon something like fair terms.

But allow me to enumerate a few facts. The population of the nations on the coast,

FROM COCHIN CHINA, TO THE RIVER TIGRIS,

amounts, according to most recent returns, to 235,769,972. This includes Persia, Beloochistan, British India, Ceylon, Burmah, Siam, Anam, Cochin China, Malacca and the Straits settlements. Then in the islands of the Archipelago there is an additional population of 29,091,000; and I leave out of consideration Australia and the Pacific Islands. It is impossible to procure the latest statistics of trade among this enormous population—but a few figures will be an indication of the rest. The exports of India alone in 1869 were valued at $268,534,150, and the imports at $254,715,955. Ceylon exported in the same year to the value of $18,155,325, and her imports were $23,175,115. The exports of Persia are about $2,500,000, and the imports probably four times that amount. But to show what room for development there is in the Eastern seas, the trade of Sarawak in Borneo is now worth about $5,000,000, and five years ago it was little more than half that. In Australia where there is a territory of 3,400,000 square miles and a white population of about two millions only (I am not including New Zealand and Tasmania), the exports in 1870 amounted to a value of $150,732,465, and the imports to $149,811,736. The wool exported from Queensland, New South Wales, Victoria, South Australia and New Zealand is the produce of 28,000,000 sheep, and the entries and clearances of shipping at the same colonies for 1871 amounted to a tonnage of a little more than 5,000,000. Then in the islands of the Pacific the field should be all our own. There is a large population there, an exquisite climate and immense wealth, but no effort has been yet made to develop a trade; and yet at one port, that of Samoa, in the Navigators, where ten years ago not more than two or three ships called in a year, the trade had opened out in 1869 to a tonnage of 13,472.

The Spaniards and the Dutch have done very much to impede

THE DEVELOPMENT OF EASTERN ASIA.

For instance, when Malacca was a Dutch settlement agriculture was forbidden, the object being to make it dependent upon Java. But since the country fell into the hands of the English, the growth of grain has been encouraged, and the territory is now highly productive. Commerce, too, was checked, and it is as recently as 1871, that by a treaty with the government of the Netherlands England relinquished certain reservations to the extension of Dutch rule in Sumatra for rights of commerce and navigation equivalent to those of the Dutch; and as a consequence, a great stimulus has been given to trade.

Let me now mention some of the chief articles of export in the countries least known. The Malayan peninsula exports canes, bamboo rattans, sago, areca, catechu, dragon's blood, india rubber, nutmegs, cinnamon, cloves, tobacco, sugar, tea, indigo, pepper, rice, ivory, gold, ebony, betel nut, sapan and eagle woods, opium, salt, dammer, spices, tin, hogs, cocoanuts, gamboge, cloves, gum lac, &c., and imports chiefly earthenware, nankeens, piece goods, woolens and cottons, paper, salt, liqueurs and provisions. Java exports arrack, cochineal, caoutchouc, rosin, hides, indigo, cinnamon, coffee, oil, pepper, rattans, rice, cloves, nutmegs, sugar, tobacco, tin, birds' nests, salts, &c. Borneo exports gold, diamonds, antimony, camphor, beeswax, deers' horns, dammer, ebony, wood oil, rattans, pepper, iron, &c., and in all the islands of the Archipelago, as well as of the Pacific, there would be a large market for our cotton goods, hardware, "Yankee notions," and even for shipping of small tonnage, say schooners of from 100 to 250 tons.

Now, practically a large part of this great region is commercially unoccupied. Nowhere is it so occupied that our flag would not find ample room. American merchants should direct their attention to it. It would vastly enrich our Western ports, and provide, by means of the Pacific Railroads, a near market for our Eastern manufactures. There is no visible limit to the extension of commerce which

AMERICAN ENTERPRISE

could here accomplish, and no nation has a better right to monopolize it. It would be well if the Centennial Commissioners would take the matter up in such a way as to secure in 1876 a full display of the wealth which this Pacific and Eastern Asiatic region possesses. They would, I am convinced, be conferring a vast benefit upon the present and future interests of the United States in that part of the world; but meanwhile I know no better means to anticipate that benefit than by the potential influence of the HERALD. COMMERCE.

July 23, 1873.

THE KENTUCKY GENERAL ASSEMBLY.

LOUISVILLE, August 11, 1873.

The recently elected General Assembly of Kentucky will be composed as follows:—Senate, 32 democrats and six republicans. House of Representatives, 81 democrates and 19 republicans. The republicans gain two in the Senate, and the democrats one in the House.

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.

The 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 telegraph 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 the 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.
Herald Branch Office, corner Boerum and Fulton streets, Brooklyn.
Whitestone Dock, Whitestone, LI.

At the Herald Branch Offices, corner of Boerum and Fulton streets, Brooklyn, and 1265 Broadway, New York will be a bulletin of the arrival of all steamers daily.

Almanac for New York—This Day.

SUN AND MOON.			HIGH WATER.		
Sun rises	5 07		Gov. Island	morn	11 21
Sun sets	7 03		Sandy Hook	morn	10 36
Moon rises	eve	9 40	Hell Gate	eve	1 09

OCEAN STEAMERS.

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

Steamers.	*Sails.*	*Destination.*	*Office.*
Wyoming	Aug. 13	Liverpool	29 Broadway.
Cuba	Aug. 13	Liverpool	4 Bowling Green
Europa	Aug. 13	Glasgow	17 Bowling Green
Hansa	Aug. 13	Bremen	2 Bowling Green
Cimbria	Aug. 14	Hamburg	61 Broadway.
Denmark	Aug. 14	London	69 Broadway.
Celtic	Aug. 16	Liverpool	19 Broadway.
Samaria	Aug. 16	Liverpool	4 Bowling Green
Greece	Aug. 16	Liverpool	69 Broadway.
City of New York	Aug. 16	Liverpool	15 Broadway
Anglia	Aug. 16	Glasgow	7 Bowling Green
Weser	Aug. 16	Bremen	2 Bowling Green
Georgia	Aug. 20	Glasgow	72 Broadway.
Scotia	Aug. 20	Liverpool	4 Bowling Green
Trinacria	Aug. 20	Glasgow	7 Bowling Green
Bremen	Aug. 20	Bremen	2 Bowling Green
City of London	Aug. 21	Liverpool	15 Broadway.
Hammonia	Aug. 21	Hamburg	61 Broadway.
City of Montreal	Aug. 23	Liverpool	15 Broadway.
Oceanic	Aug. 23	Liverpool	19 Broadway.
Egypt	Aug. 23	Liverpool	69 Broadway.
Abyssinia	Aug. 23	Liverpool	4 Bowling Green
Pereire	Aug. 23	Havre	58 Broadway
Main	Aug. 23	Bremen	2 Bowling Green
Alabama	—	Glasgow	72 Broadway.

PORT OF NEW YORK, AUG. 11, 1873.

CLEARED.

Steamship Franconia, Brazy, Portland—J F Ames.
Ship Galatea, Tisdale, Melbourne—Mailler & Quereau.
Bark Primera (Arg), Krynen, Penarth Roads—C L Zimmerman.
Bark Jenny (Ger), Wierichs, Bremen—F Schwoon.
Bark Vorwærts (Ger), Schubbe, Lubec—C Tobias & Co.
Bark E G Scannell (Br), Webber, Callao—Fabbri & Chauncey.
Bark John Boulton (Br), Lindsay, Laguayra and Porto Cabello—Dallett, Bliss & Co.
Bark Gan Eden, Greenleaf, Port Caledonia, CB—Miller & Houghton.
Brig G P Sherwood (Br), Newcomb, London—P I Nevius & Son
Brig Mary E Rowland, Pierce, Lisbon—Hand & Swan.
Brig Anna (Br), McNutt, Maitland, NS—J F Whitney & Co.
Brig Martha, Pearson, Mobile—E D Hurlbut & Co.
Brig Gambia, Ames, Brunswick—R P Buck & Co.
Brig Henry Perkins, Whipley, Port Johnson—Heney & Parker.
Schr Mary S Lunt, Simmons, Grenada—B J Wenberg.
Schr Sappho (Br), Spragg, Antigua and Maracaibo—C B Gray.
Schr Dos Hermanos (Sp), Dos Bonnie, Ponce—S Michelina.
Schr L F Willey, Martin, Fernandina—S C Loud & Co.
Schr Hannah G Hart, Bishop, Jacksonville—Squires, Thornton & Co.
Schr Lucia Murchison, Jones, Wilmington, NC—E S Powell.
Schr Eagle, Cobb, Baltimore—W W Baker.
Schr Modesty, Weaver, Baltimore—W Chalmers.
Schr Benj English, Barnett, Mattapoisett—Ferguson & Wood.
Schr John Randolph, Robbins, New Bedford—Ferguson & Wood.
Steamer A C Stimers, Warren, Philadelphia.

ARRIVALS.

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

Steamship Idaho (Br), Guard, Liverpool July 30, and Queenstown 31, with mdse and 324 passengers, to Williams and Guion. Aug. 10, 3:0 miles east of Sandy Hook, passed ship Eden, bound west; same date, 360 miles east of do, a bark rigged steamer bound east; 345 miles east of do, ship Star of Jamaica, from London for New York; 322 east of do, steamship Baltic, hence for Liverpool.

Ship Borealis (of London), Beard, London and Isle of Wight 17 days, with mdse to A Lindsey.

Ship Southern Chief, Higgins, Amsterdam 49 days, in ballast to H D & J M Brookman.

Bark Bristow (of London), Waernes, London, June 14, in ballast to J W Elwell & Co. Is anchored in the Lower Bay for orders.

Bark Saga (Nor) Jorgensen, Bristol, E, 37 days, in ballast, to Tetens and Bockmann.

Bark Betsy Gude (Nor), Salvesen, Greenock 46 days, in ballast, to Tetens & Bockmann.

Bark Agar (Aus), Rusanich, Cork 46 days, in ballast to Slocovich & Co.

Bark Alimiri (Ital), Izzo, Cork 45 days, in ballast to Slocovich & Co.

Bark Zio Lorenzo (Ital), Taggioni, Belfast 34 days, in ballast, to order.

Bark Brilliant (Nor), Colsen, Sligo 37 days, in ballast, to Funch, Edye & Co.

Bark Nuovo Ottavia (Ital), Consigliere, Antwerp, 54 days in ballast to J W Elwell & Co.

Bark Caroline (Ger), Stricker, Bremen 45 days, with mdse and 30 passengers, to A Pauli.

Bark Tulsko (Ger), Von Thulan, Bremen 53 days, with mdse and 81 passengers, to H Koop & Co. Aug 4, lat 41 55, lon 61 32, spoke bark Gesner (Ger), from Bremen for New York; same date, &c, passed bark Caroline (Ger), do do 9th; lat 40 17, lon 70 11, passed bark Anna, bound west.

Bark Victoria (Nor), Jacobsen, Tralee 30 days, in ballast, to Tetens & Bockmann.

Bark Dominico (Ital), Colotta, Palermo, 55 days, with sulphur, &c, to A P Agresta. Passed Gibraltar July 11.

Bark Cibele (Aus), Cattarinich, Marseilles 56 days, with mdse to order; vessel to Slocovich & Co. Passed Gibraltar June 23.

Brig Pearl (of New Haven), Neal, Turks Island 11 days, with salt to D Trowbridge & Co.

Brig John Wesley (of Boston), Ford, Galveston 28 days, with cotton to order; vessel to Miller & Houghton.

Schr Charles E Moody (of Frankfort), Collamore, Para 18 days, with rubber, &c, to C Ludman; vessel to B J Wenberg.

Schr Gersh Banker, Morgan, Para 27 days, with rubber and nuts to F Morgan.

Schr Ella (of Boston), Montgomery, Minatitlan, Mex, 40 days, with mahogany, &c, to Moller & Thebaud; vessel to Marcus Hunter & Co. July 21, lat 27 44, lon 75 38, spoke ship A E Guiton (Br), from Rio Velasco for Leghorn, who reported that the captain and his wife had died at sea.

Schr Emma F Law, Olin, St Andrews 20 days, with cocoa nuts to G Wessels.

Sch David Ames (of Rockland), Ames, Fernandina 10 days, with yellow pine to Eppinger & Co; vessel to master.

Schr Ella Barnes, Avery, Alexandria, for New Haven.
Schr J E Trott, Nelson, Virginia.
Schr Southern City, Nelson, Maryland.
Schr Alice Ida, Stillman, Virginia.
Schr Henry Parker, Lewis, Georgetown, DC.
Schr Elias Moore, De Groot, Georgetown, DC, for New London.

Passed Through Hell Gate.

BOUND SOUTH.

Bark Evelyn (Br), Smith, Gloucester for New York, in ballast, to D R De Wolf & Co.

Brig Orbit, Nash, Port Caledonia, CB, for New York, 13 days, with coal to Bird, Perkins & Job; vessel to Simpson, Clapp & Co.

Schr Maggie D Marsden, Hooper, Port Caledonia, CB, for New York, 17 days, with coal to Bird, Perkins & Job.

Schr Ellen H Gott, Phillips, Port Caledonia, CB, for New York, 21 days, with coal to Bird, Perkins & Job.

Schr E G McLean (Br), Cook, St John, NB, for New York, 10 days, with lumber to Jed Frye & Co.

Schr Wm H Mariler, Crowley, St John, NB, for New York, 7 days, with lath to G Boardman.

Schr M L St Pierre (Br), Hale, St John, NB, for New York, 17 days, with lumber to order. Is anchored off Hart Island.

Schr P M Wheaton, Barrett, Providence for New York.
Schr Watchman, Pendleton, New Haven for New York.
Schr Henry May, Fitch, Providence for New York.
Schr R L Brown, Winters, Providence for New York.
Schr Reading RR No 45, Gandy, Norwich for New York.
Schr Ellen Morrison, Dodge, Bangor for New York, with lumber to order.
Schr Cicero, Cook, Newport for New York.
Schr Union, Norton, Rockland for New York.
Schr Harriet, Tyrrell, Portland for New York, with lumber to Creed Bros.
Schr Everglade, Gower, Portland for New York, with lumber to Simpson, Clapp & Co.
Schr E W Babcock, Babcock, Westerly for New York.
Schr Anna B Jacobs, Frye, Providence for New York.
Schr Thomas Morris, Dolliver, Ipswich for New York.
Schr Kate Foster, Hardy, Boston for New York.
Schr Edward Everett, Young, Rockport for New York, with lime to J V Haviland.
Schr Maria Adelaide, Kent, Salem for Port Johnson.
Schr War Steed, Phinney, Boston for New York.
Schr Alpine, Marshall, Providence for New York.
Schr Edwin A Stephens, Kendall, Salem for Port Johnson.
Schr Sunny Side, Dixon, Providence for New York.
Schr Montrose, Allen, Providence for New York.
Schr Ney, Chase, Bull River for New York.
Schr Niger, Thomdson, Portsmouth for New York.
Schr Jachin, Kane, Belfast for Rondout, with staves to order.
Schr Mediator, Davis, Fall River for New York.
Schr Ella Pressey, Pressey, Providence for New York.
Schr J C Rogers, Smith, Gardiner for New York, with lumber to Creed Bros.
Schr Saratoga, Weeks, Pawtucket for New York.
Schr Elm City, Kidd, Fall River for New York.
Schr Amelia, Terry, Providence for New York.
Schr Edward Wooten, Young, Fall River for New York.
Schr Susan Bishop, Rockland for New York, with lime to J R Brown.
Schr Massachusetts, Lewis, Vinalhaven for New York, with stone to order.
Schr Catawamteak, Lord, Rockland for New York, with stone to Bridge Co.
Schr Alleghany, Rockland for New York, with lime to J R Brown.
Schr A Crandall, Wall, Westerly for New York.
Schr Ocean Queen, Mott, Vinalhaven for New York, with fish to C Haley & Co.
Schr Boston, Bishop, Boston for New York.
Schr Eliza K Gildersleeve, Young, Nantucket for New York, with fish to H C Rogers.
Schr Azelda & Laura, McIndoe, Portland for New York, with lumber to Alexander & Co.
Schr B C Pitts, Williams, Greenport for New York.
Schr Albert Jameson, Candage, Rockland for New York, with lime to J V Haviland.
Schr George P Kane, Peterson, Providence for New York.
Schr Horizon, Fletcher, Bath for New York, with lumber to Simpson, Clapp & Co.
Schr A Hayford, Shute, Bangor for New York, with lumber to A R Stephens & Co.
Schr Laura H Jones, Cousins, Salem for Port Johnson.
Schr Thomas Ellis, Kelly, Harwich for New York, with fish to Woodruff & Robinson.
Schr S S Tyler, McCarthy, Providence for New York.
Schr E H Brazos, Raynor, Stony Brook for New York.
Schr Mineta, Adams, Stockham for Rondout, with shingles and staves to Lime and Cement Co. Is anchored off Hart Island.
Schr Wm Carroll, McGow, Bangor for New York, with lumber to O W Holland.
Schr Mist, Robinson, Calais for New York, with lumber to Simpson, Clapp & Co.
Schr Alabama, McDermott, Clark's Island for New York, with stone to H Jones.
Schr Wigwam, Fields, Bangor for Roslyn, with lumber to Simpson, Clapp & Co.
Schr A Haynes, Smith, Pigeon Cove for New York, with stone to H McDonald.
Schr Olive, Warren, Calais for New York, with lumber to master.
Schr Martha Jane, Cobb, Somerset for New York.
Schr Leonora, Fall River for New York.
Schr Douglass Haynes, Adolph, Fall River for New York.
Schr Mary Susan, Snow, Clark's Island for New York, with stone to Bridge Co.
Schr S L Thompson, Bill, Providence for Rondout.
Schr Harriet Lewis, Ball, Providence for New York.
Schr Alida, Knowles, Providence for Elizabethport.
Schr J S Brancomb, Hill, Providence for New York.
Schr Henry Green, Chase, New Bedford for New York.
Schr President, Bradley, City Island for New York.
Schr Doris, Pease, Providence for New York.
Schr Lady Antrim, Carter, Wareham for New York.
Schr D A Powell, Saunders, Norwalk for New York.
Schr Franklin Pierce, Highland, Fall River for New York.
Schr Mail, Merritt, Gardiner for New York, with lumber to Creed Bros.
Schr O W Hines, Clendennin, Calais for New York, with lumber to order.
Schr H W Race, Race, Portchester for New York.
Schr Idaho, Remsen, Rockland for New York, with stone to master.
Schr Gen Howard, Hastings, Gardiner for New York, with lumber to Bell Bros.
Schr Post Boy, Laughton, Rockland for Flushing, with lime to Robert & Peck; vessel to Candee & Pressey.
Schr Equal, Titus, Rockland for New York, with lime to Candee & Pressey.
Schr Sally Merritt, Thomas, Cold Spring for New York.
Schr Mary Isabel, Sammons, Southport for New York.

BOUND EAST.

Steamship Franconia, Brazy, New York for Portland.
Steamship Bolivar, Lawson, New York for New London.
Schr E Waterman, Hinckley, Rondout for Pawtucket.
Schr Reading R R, No 50, Williams, Amboy for Norwich.
Schr Island Belle, Ingalls, New York for Eastport.
Schr Lizzie L Mills, Armstrong, New York for Boston.
Schr C W Locke, Bunce, Rondout for Providence.
Schr Henry Morrit, New York for Boston.
Schr Lizzie Taylor, Elizabethport for Providence.
Schr Astra (Br), Haskins, New York for St John, NB.
Schr E G Knight, Pratt, Rondout for Boston.
Schr Tillie, Chase, Elizabethport for Dignton.
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