YELLOW FEVER.

Seventeen Deaths from the Epidemic Yesterday in Shreveport.

THE SUFFERING BEYOND DESCRIPTION.

List of the Latest Deaths and Recoveries.

TWENTY-ONE DEATHS IN MEMPHIS.

Government Aid for the Sufferers.

SHREVEPORT, La., Oct. 3, 1873.

There has been no perceptible change in the epidemic during the last twenty-four hours, unless the increase in the number of interments be so considered. Most of them were old cases. A large number were down for some time—seven of them were ten days sick. The number of interments will now, it is thought, diminish much. We still, however, hear of new cases, even in the heart of the city, where it was supposed the material was exhausted some time ago. The disease is generally of

A MILDER TYPE,

though in some places it is as virulent as ever where everything is thoroughly saturated with the poison. Some are taken down with the nurse fever, which lasts from ten to twenty hours and weakens the patient very much, but generally ends in recovery.

BUSINESS PROSTRATE.

There is no improvement in business and very little in the feelings of the people.

THE SUFFERING IS BEYOND DESCRIPTION

and death still stares us in the face.

The last Catholic priest was taken down yesterday, which makes the fifth victim of the fever. The following prominent citizens are reported

OUT OF DANGER:—

Messrs. Barrett, White and Shannon, of the *Southwestern Telegram;* Albert Leonard, M. S. Jones, W. T. Kennedy, Samuel Morris, J. G. McWilliams, Rev. Mr. Wilkinson, Rev. Mr. Paxton, Colonel L. M. Nutt and J. C. Moniwie.

THE LAST DEATHS.

The wife of Captain John Gill and Miss Leander Simms died to-day.

Dr. Joel Moore was out yesterday for the first time. A. Saville, telegragh manager, is dangerously ill. Drs. Cutliff, Gray and Saunders are reported doing well. All the New Orleans doctors are well and doing good service.

SEVENTEEN DEATHS FROM YELLOW FEVER.

The interments to-day were nineteen against twelve the day before, all but two from yellow fever; five were children and two colored. The names of the dead to-day are:—

John D. Chillis,
Charles Miller,
John H. Walker,
Charles Noel,
E. Soal,
Emile Gersback,
Mrs. M. F. Gill,
John Vinson,
Wm. Dendy,
Thomas Hazzard,
H. Williamson,
Willie Ward,
J. Emma Curtis,
Joseph N. Curtis,
Miss L. Simms,
Geltna Batolina.

No business of any kind is being transacted.

President Grant Sends Food to Shreveport.

WASHINGTON, Oct. 3, 1873.

A telegram was received by the President yesterday from General Emory, commanding the United States troops at New Orleans, asking if it would not be advisable to send 5,000 rations to Shreveport for the use of the sufferers there. The President replied, directing General Emory to send them at once without waiting for the usual official forms.

Aid from New Orleans for Shreveport.

NEW ORLEANS, Oct. 3, 1873.

Two Catholic priests, Fathers Frerie and Dufour, of the Society of Jesus, left here to-day for Shereveport. Twenty female nurses left here for Memphis this evening, sent by the Howard Association, in charge of Mr. F. R. Southmayd.

Continued Mortality in Memphis, Tenn.

MEMPHIS, Tenn., Oct. 3, 1873.

There were twenty-one yellow fever interments to-day. The Odd Fellows are treating twenty-four patients and have lost eight. They have exhausted their supply of funds and ask help from brethren throughout the country.

The St. Andrews Society also earnestly appeals to their brethern elsewhere for pecuniary aid in nursing their sick. They have had several deaths. In response to an appeal of the Citizens' Executive Committee contributions began coming in freely by telegraphic orders to-day.

The Epidemic in Alabama.

MONTGOMERY, Ala., Oct. 3, 1873.

One death from yellow fever and some new cases are reported to-day.

Aid from the New York Cotton Exchange.

At an informal meeting, held at the Cotton Exchange yesterday afternoon, the following committee was appointed to solicit subscriptions to aid the sufferers from yellow fever in Memphis, Tenn.:—

M. Waitzfelder, T. J. Slaughter, C. Menelas, Mayer Lehman, Edward Hobart, Henry Hentz and Thomas Fenner.

Although the members have already given liberally to those who were in need in Shreveport, they are coming forward again to give substantial support to the afflicted.

Mr. E. Hobart (one of the committee) is in receipt of a despatch from his correspondents in Memphis, which speaks of great distress, especially among the poorer classes, and requested that money should be transferred by telegraph.

Mayer Lehman (of Lehman Brothers, No. 133 Pearl street) has been appointed treasurer of the committee, and to his order checks should be drawn. Contributions will be acknowledged through the public press.

E. R. POWERS, Superintendent.

FUNERAL OF REAR ADMIRAL WINSLOW.

Solemn Services Over the Remains of the Dead Hero—The Last Sad Rites at the Grave.

BOSTON, Oct. 3, 1873.

The funeral services over the remains of the late Rear Admiral John A. Winslow, of the United States Navy, took place at the St. James Episcopal Church, Boston Highlands, at noon. A large number of friends and associates of the deceased were present and paid the last sad tribute of respect to his memory. Military honors were tendered by the commandant of the station at this port, but were declined by the family of the deceased.

The ceremonies were conducted by the Rev. Mr. Converse, in the absence of the rector, assisted by Rev. Dr. Lambert, of Charlestown, and consisted of the reading of the solemn burial service of the Episcopal Church, varied by the singing of the chant "Lord let me know mine end and the number of my days," and the hymn, "Nearer, my God, to Thee."

The remains, clothed in full uniform, were enclosed in a casket embossed in silver and draped with the American colors. Upon the lid rested the sword and cap of the deceased officer, while the standards and other portions of the casket were adorned with flowers.

Among those present distinguished in naval, military and civil circles were Commander Parrot, Captain George W. Preble, Colonel K. H. Jones, of the United States Marine Corps; Commander Thomas Selfridge, General William Raymond Lee, Brigadier General Isaac P. Burrell, Admiral Henry K. Thacher, Dr. J. Winthrop Taylor, Medical Director of the United States Navy; Lieutenant Commander Wilde, Paymaster F. Clarke, of the receiving ship Ohio; Captain Schermerhorn, of the United States Marine Corps; Colonel R. B. Forbes and others.

Flags at the United States Navy Yard at Charlestown, at the Old City Hall and on many public and private buildings in Boston were hung at half-mast. At the close of the ceremonies at the church the remains were borne to Forest Hill, whither they were accompanied by a long line of carriages. The usual ceremonies took place at the grave.

WASHINGTON.

WASHINGTON, Oct. 3, 1873.

Cabinet Meeting.

The Cabinet met at noon to-day, all the members being present excepting Secretary Robeson.

Violations of the Banking Act by the Associated Banks of the Capital.

The so-called Clearance House here, composed of banks and bankers whose financial straits compelled them to resort to some plan other than the payment of currency, have gone a step further in violation of the National Banking act and now propose as a substitute for currency and certified checks to issue bank certificates payable to bearer, guaranteed by double the amount in collaterals—that is, bonds of the Northern Pacific Railroad, bonds of the District of Columbia and other securities of like value. The banks represented are the National Metropolitan Bank, the Second National, Lewis Johnson & Co., German-American Savings Bank, the Freedman's Saving and Trust Company and National Savings Banks. That such a step is not necessary is shown by the exhibit made in the report of the controlling committee of the clearances of the association. Yesterday they only amounted to $11,000, and the total amount since the "ring" was formed has been only $70,000. It is proposed to substitute for currency bank certificates to-morrow, in denominations of $10, $20, $50 and so on, for the accommodation of the public, while the other national banks and private banking houses of the District are paying out currency. The "ring" banks will issue certificates payable to bearer, which, they say, will answer every purpose of greenbacks in the way of currency. The Comptroller of the Currency thinks there is no remedy under existing banking laws for this shin-plaster manner of doing business, though he is empowered, in his opinion, to bring suit against any national bank if he thinks the act of Congress has been violated; and it is for the Court to determine whether the law has been violated. He does not, however, wish to embarrass the banks intending to issue bank certificates, and will refrain at present from testing the validity of the act in Court. In his annual report, however, he will allude to the system and suggest proper amendments to existing laws.

Federal Appointment.

Dana E. King, of Minnesota, has been appointed Surveyor General of the United States for the District of Minnesota.

The Evangelical Alliance.

Many of our citizens are liberally responding to a call for funds to defray the expenses attending the meeting of the Evangelical Alliance in Washington on the 14th and 15th inst., at the Metropolitan Methodist Episcopal church. The arrangements for the entertainment of the members have been perfected.

Treasury Circular to Owners and Masters of Steam and Sailing Vessels.

The attention of the Secretary of the Treasury has of late been repeatedly called to the frequent violation of the Steamboat and other Congressional acts requiring sailing vessels to display at night proper signal lights for the guidance of steam and sailing vessels. The penalty for non-compliance with the law is very heavy, but this does not appear to have any effect. The Secretary has therefore directed that a circular shall be prepared to be addressed to collectors of customs requiring them to instruct the owners and masters of all sailing vessels what their duty is, and that a non-compliance with the law will subject them to the full amount of the fines imposed.

The Attempt to Blackmail the Baltimore Post Office Clerks Condemned.

The attention of the Secretary of the Treasury was to-day called to the statement contained in the HERALD'S despatches to-day to the effect that the Treasury officials in Baltimore had assessed the government employés for political purposes, and that the clerks had refused to pay under the Civil Service rules. The Secretary not only denounced this attempt to raise money for political purposes, but hoped that every employé of the Treasury Department in Baltimore would refuse to pay a cent, and he would stand by all that resisted this species of extortion. In his opinion contributions for such purposes should be left entirely to the judgment of the employé. So far as his observation had gone he had noticed that clerks were generally required to pay an amount which they could not spare, and this system of exacting money was not only contrary to Civil Service rules, but was pernicious and could not be tolerated by him under any circumstances. The President endorses this policy. It is stated that the Maryland republican managers have always been strenuous in demands upon general party funds in the hands of the committees in Washington, while at the same time they have as persistently refused to contribute to those funds. Postmaster Filley's exactions in St. Louis were condemned by the Postmaster General, or, rather the Civil Service rules, which prohibit such conduct. In Mr. Filley's case the assessment was for the purpose of defraying the expenses of the President's reception. In Maryland the exactions are to help to defray the expenses of a political campaign. The President did not need a reception, but Maryland must be delivered from democratic rule. This is the opinion of parties interested in the levy.

Arrangements for Coining Gold.

The Superintendent of the United States Mints returned from Philadelphia this morning, where he went to arrange for the coinage of $10,000,000 in double eagles every month until further orders. The Mint has $5,000,000 in gold bars on hand, while the fund of the New York Assay Office has been increased $3,000,000 in United States coin for the payment of deposits of British gold. The Secretary of the Treasury anticipates further heavier shipments of English sovereigns and a large increase to the amount of gold in this market during the next three months. The Western mints will also contribute to the coinage supply, so that depositors of foreign gold in New York will receive prompt payment on all deposits.

The Conscience Fund.

The total amount of money received at the Treasury in the last fiscal year for deposit in the "conscience fund" was $25,551 21.

Sentenced To Be Hanged.

Henry Young, alias Charles Williams, colored, convicted of the murder of Frank Cohn, the Virginia drover, was to-day sentenced to be hanged on the 14th of November.

A Healthy Region.

A letter from the army surgeon at Fort Cape Disappointment, Washington Territory, says there has not been a case of sickness reported at that post for six months. Company H, Fourth artillery, is on duty at that station.

A FREAK OF JERSEY JUSTICE.

The Goddess, Restored to Her Sight, Tells the Public that Bumsted Is a Man Without Guile.

There has been no proceeding in the courts of New Jersey for many years that commanded more attention or awakened more interest than the indictment and trial of William H. Bumsted and his colleagues for official misdeeds in Jersey City. It is hardly necessary to state that he was tried, convicted and sentenced on one indictment. Two or three weeks ago he was put on trial with Ben Welsh—the latter was never down Grand street in his life—for ordering the payment of $76 to Daniel F. Shea as inspector of a sewer. Shea testified that he rendered no service to the city for that amount nor was he even employed to do any work at the time, and he so informed Bumsted. The latter, however, ordered him to draw up his claim for the amount, and it was signed by him and Ben. Shea is an intelligent, straightforward young man, who was not subjected to examination as to his knowledge of addition and division, for certain it was he did not understand silence. Never was a case more clearly established, and the jury promptly convicted Bumsted and Welsh. Their counsel moved to have the verdict set aside, and a decision was rendered yesterday by Judge Hoffman (Judges Newkirk and Wiggins concurring) granting the motion. District Attorney Garretson and Attorney General Gilchrist have now concluded to try no more indictments against the ring, for reasons that must be plain to every one who reads the foregoing facts. A member of the Grand Jury, empanelled for the ensuing term of Court, told the HERALD representative yesterday that the time of grand jurors will be only wasted as long as indictments of a grave character fall harmlessly on the heads of guilty persons. The decision rendered yesterday will not be soon forgotten.

BRADLAUGH'S LECTURE.

The Republican Movement in England.

Mr. Charles Bradlaugh lectured last evening in Steinway Hall before a large and highly intelligent audience.

Mr. Bradlaugh spoke most effectively on his subject—"The Republican Movement in England"—and no doubt to a less intelligent audience his discourse would have been taken in to its fullest extremity with the greatest relish. He talked on a great variety of points under the subject of the lecture, but his main efforts were evidently intended to be concentrated upon a comparison between England and America—especially referring to the English opposition to American independence a hundred years ago and the antipathy of England during the Southern rebellion to the North. These were, of course, rather threadbare subjects, often glorified, and when handled in a flourishingly perorational sort of manner were calculated to "bring down the house." Mr. Bradlaugh's strongest point against the English aristocracy was that relative to the usage of the lords' occupation of useless lands in parks, although he did not by any very forcible argument show why people who owned these parks might not do as they pleased with them. His denunciation of the claims of the House of Brunswick to the throne of England was good enough, only that, when subjected to accurate historical scrutiny, it might be very much impeached, and the only merit it had was that there was no such thing in existence as the divine right to rule. Mr. Bradlaugh did not say who was, even under the existing order of affairs, the King of England. But he admitted one very desolate fact—that England was not yet prepared for a republican form of government, and in saying this he said about enough.

After the lecture was over a most funny scene occurred. A reverend gentleman, who gave his card as follows:—

The Christian Book Society,
No. 1 Adam Street, Adelphi, London,
The Rev. Dr. Brindley, Association Secretary,
Union Square Hotel, New York,

bounced by the aid of a reporter's chair upon the platform, and began to dispute the assertions of Mr. Bradlaugh. The lecturer had, of course, spoken very freely of the aristocracy of Great Britain, as reasonably he might be expected to do, and also of the reverend clergy, which he might be reasonably expected to do, as Mr. Bradlaugh is not a believer in aristocracy nor in the Established Church. Mingled hisses and "go ons" greeted the little reverend Brindley, as he attempted to orate. To tell the truth, the little clergyman—who has a most awful red face—did not bring forth any arguments to refute the great Bradlaugh. He denied, however, everything that Bradlaugh had said, and contended that the church was not opposed to the people. It seems that his reverence, Dr. Brindley, has been following Mr. Bradlaugh all round for a long time past, denying the latter gentleman the right of free speech without a subsequent answer, and thus hastening Mr. Bradlaugh's notoriety and helping his own, which, of course, to Americans in general is a serious matter.

Mr. Bradlaugh, however, very felicitously replied to Reverend Brindley, calling him a "person," and the lecturer retired from the stage with applause.

Reverend Brindley is to answer Mr. Bradlaugh some night next week before an audience in Cooper Institute.

THE PITTSBURG MANUFACTURERS.

The Mill Owners Will Only Pay Their Employes Half Pay Until the Banks Are Able to Meet the Full Monthly Checks for Wages.

PITTSBURG, Pa., Oct. 3, 1873.

This afternoon a meeting of representatives of the leading iron mills and manufactories was held, for the purpose of discussing the financial situation from a manufacturers' standpoint, and for the adoption of some coincident line of action for all the works of Pittsburg. There was a very large attendance of men such as are seldom seen at any meetings—men worth millions—and who, in the proceedings, manifested the greatest interest. James J. Bennett was chosen President, and Messrs. Henry Lloyd, James M. Hemphill, Robert Dalzell, Thomas Carnegie and R. C. Gray, Vice Presidents. It was finally resolved that, in order that the employé and employer may each contribute to the best interests of the community and relieve the moneyed institutions in a measure from the excessive drain of currency, viz.:—That manufacturers only make payments not to exceed one-half of the amount due to employés on each pay day until the currency and the exchange of the country assume their normal condition. In no place in the country is there a city where the manufacturers and banks are so closely identified as they are here. Manufacturers do all their business through the banks; their bills receivable all pass into the hands of the bankers, and in every way their interests are in common. Now that the banks of the city are embarrassed from a need of currency it follows, as a matter of course, that the manufacturers have been greatly embarrassed in procuring enough money to meet the demands of their pay rolls. It requires over $100,000 each month to pay off the employes of just one of the works here—the American Iron Works—not to say anything of the hundreds of others. One can imagine nothing more disastrous than a general closing of the manufactories of Pittsburg; 60,000 workmen would, by this means, be thrown out of employment; savings banks would be raided upon by them for support, and, made desperate by idleness, would commit almost any act of destruction, and the city, mercantile or otherwise, would droop.

The wealthiest and a majority of the manufacturers express this sentiment:—"We are going to run our mills; we are not going to discharge any hands if we can help it; neither do we wish to reduce the wages, but we are resolved to pay only a part of the wages of a man till times are easier. We take this course for the real benefit of the men and the interest of the community at large. We have no thought of profit now; we are content to run our mills at a loss if all the mills are united upon this one line of action."

THE GENERAL THOMAS STATUE.

TO THE EDITOR OF THE HERALD:—

I have just read in your issue of the 29th ult. the article headed "Peter Funk at Pittsburg—The Thomas Statue Fiasco." A correct statement of what was done at Pittsburg in regard to the Thomas statue will lead you to see that you have been misled.

Two years ago the movement for an equestrian statue to General Thomas was inaugurated at the reunion of the Society of the Army of the Cumberland, at Detroit, and two committees were appointed, one to procure subscriptions and another to select a proper design and sculptor. The latter committee consisted of General Jefferson C. Davis, United States Army; General Theodore F. Brown, of Chicago; Colonel Hunter Brooke, of Cincinnati; General S. W. Price, of Lexington, Ky., and Captain H. M. Duffield, of Detroit. This committee issued a general invitation, requesting the sculptors of the country to make and submit designs for the contemplated statue before the reunion of the society at Dayton a year ago. Not meeting such a response as they had hoped the committee, by vote of the society, renewed the invitation—the designs to be submitted at the reunion at Pittsburg on the 17th and 18th ult. In the meantime, General Davis having been ordered to the Pacific coast, General W. D. Whipple, late Chief of Staff to General Thomas, was substituted in his place on the committee. Quite a number of models were sent to Pittsburg, and the committee, after a careful examination, reported to the society that "while we concede merit to all, yet we cannot recommend for adoption by the society the work of either of the artists who have entered into competition, as completely embodying the ideas of your committee as to the representation of both horse and rider." They therefore recommended that none of the designs be adopted, but that the committee be enlarged to nine, and be instructed to employ some "artist of known reputation and celebrity to construct the equestrian statue of General George H. Thomas, giving them power to enter into a contract for the construction and completion of such statue." The report of the committee was unanimously adopted by the society, and the committee enlarged by the addition of Lieutenant General P. H. Sheridan, Major General Joseph Hooker, General Charles Cruft, of Indiana, and General T. J. Jordan, of Pennsylvania, and the whole matter is in their hands.

It seems proper to correct another error into which you have fallen. General Price did not submit a design. Being on the committee it would have been manifestly improper for him to do so; besides, he is not and does not pretend to be a sculptor. Understanding that, in addition to the statuary to be exhibited at Pittsburg, there would also be a number of portraits of General Thomas, General Price, who had painted several such, made a crayon sketch, which was placed in the exhibition room. He did not appear nor was he considered as a competitor.

The above is a simple statement of what the committee and the society have done in regard to selecting designs and a sculptor for the proposed monument. I submit that there is nothing in such action deserving the epithets you have used in regard to it. The committee were unanimous in their recommendation, and there was no dissenting voice in the society. Being in no way concerned in this matter, beyond the interest which all feel in having a statue erected to General Thomas worthy of his services, and not having been at the time a member of the committee to which the "Peter Funk" article refers, I hope this explanation will put at rest forever the complaints with which the public have been annoyed. If this object is attained my aim is accomplished. Very respectfully yours, JOE HOOKER, Major General.

NEW YORK, Oct. 2, 1873.

SHIPPING NEWS.

Almanac for New York—This Day.

SUN AND MOON.			HIGH WATER.		
Sun rises	6 00		Gov. Island	morn	6 42
Sun sets	5 38		Sandy Hook	morn	5 57
Moon sets	morn	3 45	Hell Gate	morn	8 27

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
Greece	Oct. 4	Liverpool	69 Broadway.
Gaelic	Oct. 4	Liverpool	69 Broadway.
Ville du Havre	Oct. 4	Havre	58 Broadway.
Batavia	Oct. 4	Liverpool	4 Bowling Green
City of Chester	Oct. 4	Liverpool	15 Broadway
California	Oct. 4	Glasgow	7 Bowling Green
Main	Oct. 4	Bremen	2 Bowling Green
Russia	Oct. 8	Liverpool	4 Bowling Green
Minnesota	Oct. 8	Liverpool	29 Broadway.
Caledonia	Oct. 8	Glasgow	7 Bowling Green
Holsatia	Oct. 9	Hamburg	61 Broadway
City of Antwerp	Oct. 9	Liverpool	15 Broadway.
Calabria	Oct. 11	Liverpool	4 Bowling Green
City of Brussels	Oct. 11	Liverpool	15 Broadway.
Spain	Oct. 11	Liverpool	69 Broadway.
Adriatic	Oct. 11	Liverpool	19 Broadway.
India	Oct. 11	Glasgow	7 Bowling Green
Deutschland	Oct. 11	Bremen	2 Bowling Green
Pennsylvania	Oct. 15	Glasgow	72 Broadway
City of Limerick	Oct. 16	Liverpool	15 Broadway.
Pereire	Oct. 18	Havre	158 Broadway

PORT OF NEW YORK, OCT. 3, 1873.

CLEARED.

Steamship California (Br), Craig, Glasgow—Henderson Bros.

Steamship Zodiac, Chapin, Beaufort—Murray, Ferris & Co.

Ship Surprise, Thurson, Angier for orders—Salter & Livermore.

Bark Zulcima (Nor), Hansen, London—C Tobias & Co.

Bark Ruma (Aus), Requa, Cork or Falmouth for orders—Slocovich & Co.

Bark President Washington (Ital), Durante, Queenstown for orders—A P Agresta.

Bark Prodhoe (Nor), Pedersen, Havre—Tetens & Bockmann.

Bark Hancock, Collins, Leghorn—Miller & Houghton.

Bark Mayflower, Hotchkiss, Barbados—H Trowbridge's Sons.

Bark Gan Eden, Brown, St Marys, Ga—Milter & Houghton.

Bark Harzburg (Ger), Kuhlken, Philadelphia—Oelrichs & Co.

Brig Wanderer (Br), Asken, Cork for orders—Boyd & Hincken.

Brig Five Brothers, Thurlow, Gibraltar—Miller & Houghton.

Brig Princess Beatrice (Br), Simmons, Point-a-Pitre—H A Vatable & Son.

Brig Chanticleer (Br), Morrison, Gaultns, NF—Howland & Aspinwall.

Brig E McLeod, Tibbetts, St Johns, NF—Miller & Houghton.

Brig Georgina (Br), Bentley, Lockport and Liverpool, NS—Heney & Parker.

Brig Carrie E Pickering, Torrey, Brunswick—Borland, Dearborn & Co.

Schr Delta (Br), Turner, St John, NB—P I Nevius & Son.

Schr Jasper (Br), Edgett, St John, NB—Heney & Parker.

Schr L W Lovell, Gage, St Augustine—Bentley, Gildersleeve & Co.

Schr M E Byard, Camp, Richmond—Slaght & Petty.

Schr Geo W Anderson, Anderson, Richmond—Slaght & Petty.

Schr Elizabeth White, Blake, Norfolk—Slaght & Petty.

Schr John H Rapp, Cale, Fortress Monroe—Slaght & Petty.

Schr Isle of Pines, Stillman, Chickahominy, Va—Overton & Hawkins.

Schr E D Endicott, Endicott, Georgetown—VanBrunt & Bro.

Schr Mary A Tyler, Peterson, Washington, DC—Slaght & Petty.

Schr Geo E Bowdoin, Insley, Baltimore—W Chalmers.

Sloop Southport, Beebe, Orient—Rackett & Bro.

Steamer Fanny Cadwallader, Foster, Baltimore—W Dalzell.

Steamer E C Biddle, Alexander, Philadelphia—James Hand.

Steamer Black Diamond, Smith, Philadelphia—W Kirkpatrick.

ARRIVALS.

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

Steamship Calabria (Br), McMickan, Liverpool Sept 23, via Queenstown 24th, with mdse and 360 passengers to C G Francklyn. Sept 27, lat 48, lon 33 12, passed bark Trinidad (Ger), from Bremen for New York, 28th, lat 45 28, lon 45 03, a German brig rigged steamer, bound east, showing signal letters P R M L; 2d, lat 41 44, lon 66, bark Sea King (Br), from Barrow for New York; same day, 230 miles east of Sandy Hook, an Anchor line steamer, bound east.

Steamship Deutschland (Ger), Ladewigs, Bremen Sept 20, and Southampton 23d, with mdse and 816 passengers to Oelrichs & Co.

Steamship India (Br), Harris, Glasgow Sept 20, via Moville 21st, with mdse and 184 passengers to Henderson Bros. Sept 22, lat 44 50, lon 55 17, passed ship Lotus (Br), bound W; 30th, lat 42 39, lon 67 17, steamship Glamorgan (Br), hence for Glasgow; Oct 2, 185 miles E of Sandy Hook, steamship Idaho (Br), hence for Liverpool; 150 miles E of Sandy Hook, steamship Trinacria (Br), hence for Glasgow; 130 miles E of Sandy Hook, steamship Tyrian (Br), hence for Glasgow.

Bark Cort Adler (Nor), Larsen, Maryport, 41 days, in ballast, to Funch, Edye & Co. Sept 26, lat 43 30, lon 68, passed a German bark from Bristol for New York, showing signal with letters H D B R in it.

Bark W T Marward (of Yarmouth, NS), Dowley, Glasgow 57 days, with mdse to Wm Nelson, Jr; vessel to Boyd & Hincken.

Bark Maria Clotilde (Ital), Deganadi, Greenock 36 days, with coal to Funch, Edye & Co.

Bark Bergenseren (Nor), Wessenberg, Bergen 42 days, in ballast to Funch, Edye & Co. Sept 27, lat 40 15, lon 67, spoke schr Isabella (of New London), from Davis Straits for New London; could not get into the Straits on account of the ice, and was returning to New London with her cargo on board.

Bark Olbers (Ger), Deike, Bremen 53 days, with mdse to C Luling & Co.

Bark Glanesk (of Leith), Barclay, Santos 53 days, with coffee to S C Davison & Co; vessel to G F Bulley. Crossed the Equator Sept 3, in lon 33 W.

Brig Christina (Br), Thompson, Cienfuegos 24 days, with sugar to J & G Fowler; vessel to Jova & Co.

Brig Altavela (of Searsport), Freethey, Brunswick, Ga, 12 days, with lumber to J R Russell; vessel to master. Sept 29, lat 37 57, lon 74 35, spoke schr Emma D Finney, from Portland for Savannah.

Schr Maid of the Mist, Smith, Jacksonville for Newark, 25 days, with lumber to master. Sept 19, off Cape Lookout, had a hurricane, commencing at SE, veering round to NE, lasting 9 hours; lost foresail and split mainsail and jib.

Steamer Eliza Hancox, Colt, Norfolk. Came to this port for repairs.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Acushnet, Rector, New Bedford for New York, with mdse and passengers to Barling & Davis.

Schr Georgiana, Long, St George, NB, for New York, with stone to Friel & McNamee.

Schr Ocean Belle (Br), Wasson, St John, NB, for New York, with lath to P I Nevius & Son.

Schr Laura H Jones, Cousins, Salem for Port Johnson.

Schr W W Brainard, French, New Bedford for New York.

Schr C C Carroll, Chase, Boston for New York.

Schr Rhode Island, Stanley, Sag Harbor for New York.

Schr Expedite, Rackett, Orient for New York.

Schr Fashion, Carberry, New Haven for New York.

Schr Oliver Schofield, Disosway, New Haven for Baltimore.

Schr J S Pierson, Pierson, Darien for Kingston.

Schr White Rock, Lafferty, New Haven for New York.

Schr Emerald, Jones, Sag Harbor for Brooklyn.

Schr Edwin Collyer, Sampson, Port Jefferson for New York.

Schr Fashion, Slatterry, New Bedford for New York.

Schr Katie J Hoyt, Arnold, New Haven for Baltimore.

Schr A B Haines, Barlow, Providence for New York.

Schr W S Camp, Wilson, Port Schuyler for Newburg.

Schr C F Lawrence, Kelly, West Bank for New York.

Schr A Pharo, Bingham, Fall River for Philadelphia.

Schr Wm Voorhees, Goldsmith, Willett's Point for Haverstraw.

Schr Thomas B Smith, Bowman, New Bedford for New York.

Schr O H Perry, Murphy, Glen Cove for New York.

BOUND EAST.

Brig Anna Lindsley (Br), Dunn, New York for St Johns, NF.

Brig Boni Carver, Williams, New York for Salem.

Schr Lottie Ames, Wooster, Port Johnson for Salem.

Schr Convoy, French, Port Johnson for Salem.

Schr Brandywine, New York for Providence.

Schr L L Hamlin, Pulver, New York for Providence.

Schr Nimito, Small, New York for Boston.

Schr Lizzie A Johnson, Powers, New York for Portland.

Schr Mary C Lozier, Frazer, New York for New London.

Schr Tangent, Newman, Hoboken for Providence.

Schr Flora Ring, Seaman, New York for Salem.

Schr Willard Sanbury, Handy, New York for Boston.

Schr Mary F Pike, Good, New York for Salem.

Schr H Blackman, Arnold, Elizabethport for Providence.

Schr Juliet, Lawson, New York for Boston.

Schr Sedona, Wall, Port Johnson for Salem.

Schr Wm T Irish, Tyrrel, Elizabethport for Providence

Schr Wm Fuller, Kelly, New York for Portland.

Schr Gertrude, Godfrey, New York for Middletowh.

Schr Harp, Wyman, New York for Boston.

Schr Dreadnaught, Randall, New York for Somerset.

Schr Bertha, Conover, Elizabethport for Providence.

Schr Mary Natt, Barker, New York for Providence.

Schr James M Brainard, Hull, Newburg for Portland.

Schr Laura Hatch, Kelsey, Port Johnson for Glassenburg.

Schr Wm Mayo, Crump, Glasgow for Pawtucket.

Schr E F Meany, Lewis, Hoboken for Providence.

Steamer El Cid, Smith, New York for Norwich.

Schr Sallie Burton, Burley, New York for Stamford.

Schr Orlando Smith, Ferris, New York for Portchester.

BELOW.

Ship Richard Robinson, Stetson, from Havre 39 days (by pilot boat Isaac Webb, No 8).

SAILED.

Steamships Lord Clive (Br), Liverpool; Zodiac, Morehead City, NC; ships City of Benares (Br), London; City of Hankow (Br), do; barks G A Littlefield, Buenos Ayres; James Kenway (Br), Liverpool; Bravo (Nor), Queenstown or Falmouth; Derwent (Br), Larne; America (Ger), Bremen; Europa (Ger), do; Unione (Ital), Alexandria, E; Atlantic (Ger), Stettin; Madura (Ger), Gibraltar; Christaine (Nor), Rotterdam; Ankator (Nor), Havre; Hancock, Leghorn; Johann Kepler (Ger), Hamburg; Norsk Veritas (Nor) (from Havre), ——; J H Iewensen (Nor), from Gloucester), ——; brigs Waverly, Liverpool; Long Reach, Mobile; schrs John H Kranz, New Orleans; Caroline Hall, Norfolk; Minerva, Washington, DC; Richard Hill, do; Francis Shubert, Great Egg Harbor.

Also sailed, steamship Perit, Bermuda.

Wind at sunset SW, light.

Marine Disasters.

STEAMSHIP PERIT, for Bermuda, in attempting to leave pier 20 East River Thursday afternoon to go to sea, was forced by the strong tide against ship Hudson, lying at the end of the same pier, and had foremast carried away even with the deck. The steamer was immediately taken to Pollion's shipyard, Brooklyn, where a new mast was put in with all possible despatch, and she sailed yesterday.

BRIG R M HESLEN, lying at Simpson's dry dock, East Boston, took fire from some cause unknown 2d inst, damaging the cabin about $200.

SCHR ECLIPSE, from Savannah for New York, put back to the former port Oct 3 leaky.

SCHR GEORGE A PIERCE, Kelly, from New York for Salem, collided with the schooner Ellen A Perkins (of Bangor, Me), for New York, off New Haven light. The Pierce sustained severe injuries and would undoubtedly have gone down if the sea had been rough. Her mainsail was torn and her quarter badly stove. The Ellen A Perkins went on her course without stopping to ascertain the damage she had inflicted. A canvas was placed over the holes of the Pierce, and she was towed into New Haven 2d inst.

SCHR DELMONT, Bunker, from Portland for New York, with lumber, was ashore 2d inst on the Gridiron, Hell Gate, with 4 feet of water in her hold. Schr Post and steamtug Gratitude were sent to her assistance by Coast Wrecking Co.

SCHR NELSON (Br), from New York for St John, NB, ashore at Mace's Bay, is badly damaged, and it is doubtful if she will be saved. The cargo is being landed on the beach as fast as possible.

SCHR WEST POINT (of Gloucester), before reported lost at the Magdalen Islands, struck on a reef off East Point, commenced to break up, and in two hours there was no sign of her; crew saved. She had 2.5 bbls mackerel lost with the vessel.

SCHR CHARLES P THOMPSON (of Gloucester), stranded at Magdalen Islands 24th ult, has been got off and arrived at Georgetown, PEI.

SCHR D F KEELING, from Savannah for Baltimore, was towed into the former port Oct 3 by steamship Leo, from New York, water logged. She was abandoned off Martin's Industry.

SCHR JOSEPH BAXTER, from Georgetown, DC, for Boston, ashore near Point Judith, has broken in two, and, with her cargo of coal, probably will be a total loss. She has been stripped of sails, rigging, anchor, chains, &c. The J B was a fine vessel, six years old, and owned in Dennis, Mass.

SCHR HENRIETTA (of St George, Me), Thomson, before reported ashore on Pasque, is from Port Johnson for Bath, with 307 tons of coal. She is an old vessel and was not insured. The sails and running rigging have been taken off, and parties from Wood's Hole are discharging the cargo.

SCHR MARY (of Dennysville, Me), ran ashore on the flats at Campobello, on the eastern side of the Narrows, on the 29th ult.

CHRISTIANSAND, Sept 23—The Alfred, from Hamburg for New York (generl cargo), has put into Flekkefjord, with pumps choked with sand ballast. She must discharge her cargo.

GLASGOW, Sept 20—The Australia (s), arrived here from New York, reports having passed, 10th Sept, in lat 46 N, long 54 W, the derelict and waterlogged bark James Jardine, of Liverpool, with decks broken up and vessel on fire at both ends; the James A McKean fishing schooner was alongside, apparently engaged in salving stores.

GIBRALTAR, Sept 17—The American bark Young Turk, which collided with the steamer Assyria, sustained considerable damage. She has been beached, dismantled and a portion of her cargo removed.

HAMBURG, Sept 20—The Betty, Nutzhorn, which arrived at Bremen Sept 18 from Philadelphia, reports having spoken on Aug 26, in lat 41 N, lon 54 W, the Francesco Lavarello (Italian bark), from New York for Odessa, with loss of all her topmasts; assistance declined.

LUBEC, Oct 1—The schr Venus (of Pembroke), in coming through the Narrows Monday morning, ran on Shop Point. She is slightly damaged and will have to be hauled up for repairs.

QUEENSTOWN, Sept 21—The Lizzie M Merrill, Dockendorff, from Gothenburg for Boston (iron), has put in here leaky and with cargo shifted.

SHANGHAI, Sept 22—The Stornoway, from Bombay for San Francisco (ballast), has put in here to repair damages received in severe gales.

Spoken.

Ship John Tucker, from San Francisco for Queenstown, May 30, lat 10 N, lon 130 W.

Ship E W Stetson, Moore, from London for New York, Sept 19, lat 51, lon 23 21.

Ship Anna Decatur, from Boston for Madras, Sept 3, lat 13 30 N, lon 26 10 W.

Brig Lydia B Cole, from New York for St Jago, Sept 23, lat 30 12, lon —.

Schr Chas Sawyer, from Boston for Jacksonville, Sept 28, 140 miles ENE of Charleston bar.

Foreign Ports.

CAYENNE, Sept 9—In port schr Golden City, Saunders, for New York, to sail 16th.

GLASGOW, Sept 27—Arrived, steamship Sidonian (Br), Henderson, St John, NB.

HALIFAX, Oct 3—Arrived, steamship Hibernian (Br), Liverpool via St Johns, NF.

LIVERPOOL, Oct 1, 10 PM—Arrived, steamship City of Richmond (Br), Brooks, New York (did not stop at Queenstown).

Sailed 2d, 6 PM, steamship Kenilworth (Br), Putt, Philadelphia.

Also sailed 2d, steamships Italy (Br), Thomas, and Baltic