GOLD! GOLD!!

"The Poor Man's Diggings" of South Africa.

THE THREE RICH FIELDS.

Some Very Heavy Nuggets Found.

NATAL, South Africa, Oct. 8, 1873.

As the gold fields of South Africa are at the present moment attracting a large share of attention in many parts of the world, a concise and reliable account of them may be acceptable to the readers of the NEW YORK HERALD. The writer is possessed of perfectly trustworthy information on the subject with which he deals, and he can vouch for the accuracy of his remarks.

The present known gold fields of South Africa—that is, those proved to be worthy of the name—are three in number. I will speak of them in the order in which they were discovered.

First come the gold fields of the Tati River, on the borders on Matabili land, some 1,000 miles or so inland. These fields were discovered about five or six years ago by Carl Mauch, the celebrated traveller and explorer of this Continent. The description at first given of the fields by Mauch and others has since been proved to have been greatly exaggerated. The quartz reefs were said to be dazzling with their excessive richness, and payable alluvial deposits were announced. The exaggerated reports got down to Natal and the Cape colony, and thence were, by means of the press, disseminated throughout the world. They caused a profound sensation in Australia, from which country hundreds of diggers flocked to this colony. On arrival here they found, as we had discovered very shortly before, that the description of the gold fields had been greatly exaggerated; that, in fact, the value of the discoveries was, as yet, not proved. In their disappointment many of them returned at once to their own country. Some 30 or 40, however, resolved to go to the fields and give them a trial. A public company was formed here and the money subscribed to send the Australians on to the Tati. We sent them on. We heard from them after their arrival there. We learned from them that the alluvial diggings were a myth, but that the quartz reefs would pay to work. Then came demands from the Australians for expensive machinery to work the reefs. But as the people down here did not like to venture any more capital in the speculation, the company went to the dogs and the connection with the Australians ceased. After that we heard but little of or from them. They were said to be doing well at the diggings, but this we had only on hearsay.

Meantime Sir John Swinburne, an English baronet, appears on the scene. He comes with large capital at his back, proceeds to the Tati, and after some time, by means of his gold and his influence, gets a "concession" of all the gold reefs at the Tati from Lo Bengula, the King of the Matabili people. Sir John forms an English company, and the Tati disappears from the scene as a public gold field. It is in the hands of the company still, and, if reports be true, its working is paying well.

THE DEED OF GRANT.

The following is a copy of the "Deed of Grant" of the fields made by the King, Lo Bengula to Sir John Swinburne:—

DEED OF GRANT.

Know all men by these presents, that on the 9th day of July, in the year 1872 of the Christian era, I, Lo Bengula, King of the Amandebele nation, did, upon the terms and conditions hereinafter mentioned, grant to Sir John Swinburne, Bart., of Capheaton, Newcastle-on-Tyne, England, his heirs, executors and assigns, sole right and title to the undermentioned mines and mining ground situate between the Tati and Ramakhuobian Rivers, to hold, keep, possess, develop and work until the said Sir John Swinburne, Bart., his heirs, executors and assigns shall be wishful to terminate this agreement, the said mines being known to white men under the names, titles or designations of Blue Jacket, Ramakhuotian, Pioneer, New Zealand and Fly Blow mines. The extent of ground so granted for each and every mine above named shall be a parallelogram of 880 yards in length by the same in breadth.

Further, I hereby give and grant permission and right to the said Sir John Swinburne, Bart, his heirs, executors and assigns, now and hereafter, to mark out and claim for his or their special use sufficient timber on the banks of the Ramakhuobian and Tati Rivers for the erection of machinery and workships, together with the right of lending out and using the waters of the said two rivers, of cutting or using timber for fuel or other purposes and of building dwelling and store houses, making roads, and to make or do anything else which may be found requisite or necessary for conveniently and effectively conducting quartz mining and crushing operations.

And further I, Lo Bengula, King of the Amandabele nation, in consideration of the rent of said mines being duly and faithfully paid to myself or my agents, do hereby bind myself to protect, by force or otherwise, Sir John Swinburne, his heirs, executors, assigns, agents and employes in the occupation and enjoyment of all the rights, grants and privileges contained and enumerated in this deed of grant.

It is further ordered by me that the terms and conditions upon which Sir John Swinburne, Bart., his heirs, executors and assigns shall hold and enjoy the mines and privileges named in this deed, shall be the annual payment (to myself or agent) of £20, British sterling, commencing from the date of this deed.

Given under my hand and seal at Cebinga, in the country of the Amandebele, this 9th day of July, the year 1872 of the Christian era. LO BENGULA, ⋊ King.
His mark.

THE GOLD DISCOVERY AT MARABASTADT

was about 120 miles northeast of Pretoria, the capital of the Transvaal Republic, and about 500 miles from Durban, a port of Natal. The gold discovered there is in quartz reefs, on a farm called "Eerstelling," belonging to Mr. Edward Button, in the Transvaal Republic territory. The first reef was discovered some three years ago, and as it was stated and appeared to be very rich the discovery created quite a *furore* on this continent. The farm was further prospected and two more reefs, both promising well, were discoverd. Mr. Button collected specimens of the quartz and left for England, with the intention of forming a company to work the quartz reefs. He succeeded in forming the company and returned to this colony with powerful and expensive quartz crushing machinery. That is now being put together at the Marabastadt gold fields, and is expected to be in working order very soon. A large quantity of quartz has been excavated and is ready for crushing. It looks very rich, and it is generally believed that the Marabastadt gold fields will pay handsomely; but they must be left to the company—no "hand diggers," or "poor diggers," as they are called, can make a living there. The gold is in reefs; there are no alluvial deposits. One of the reefs has been traced to an extent of 2,000 yards. It is thick all the way, and the quartz looks rich in gold. Borings have been made on other parts of the farm, which is about 5,000 acres in extent, and in several places quartz reefs have been struck. There can be no doubt but the farms of the whole district are rich in gold-bearing quartz, but operations there must forever be confined to large companies with plenty of capital at their back. The gold-bearing reefs are supposed to extend west-southwest across the Republic.

The "poor man's diggings," or the alluvial diggings, were the third discovery. We now come to them. They, also, are situated in the Transvaal Republic, in a district called Leydenburg. They are about 440 miles from Durban, seaport of Natal, but only 150 miles from Lorenço Marques, the port of Delagoa Bay, one of the Portuguese settlements on the northeast coast of this continent. They are 200 miles east of Marabastadt. They are called the Leydenburg gold fields, and have been discovered only about a year. They have been believed in only within the last few months. The discoveries were at first reported by men who owned farms in the district, and that was the reason why no faith was put in them. But further research has removed this disbelief.

The Leydenburg District.

The Leydenburg district, in which these new gold fields are situated, is the most beautiful and healthy part of the beautiful and healthy Transvaal Republic. It is well wooded, well watered, and the climate is delightful. There the invalid soon shakes off his sickness, the healthy man receives access of strength and work comes to one easily. Kafir labor, too, is obtainable.

Alluvial gold has been discovered in many parts of the district, in some places in wonderful richness. Although the fields have been believed in only so very short a time, already some hundreds of diggers are settled there, and their numbers are being enlarged daily. The latest and the most reliable reports say that the majority of the diggers are making from half an ounce to one, two and three ounces per day, while some are doing even better. One party is known to have found 11 ounces one week and 20 ounces the next week; another party, 15 ounces in three consecutive days and seven ounces the following day. Nuggets of 20 pennyweights to 2 ounces are common. The largest nuggets yet found have been 16 ounces, 20 ounces, 23 ounces, 2 pounds, and one is reported to have been found weighing 45 ounces, but this requires confirmation. It has, however, been proved beyond question that the fields are payable, alluvial gold fields—a veritable "poor man's diggings." Population is setting in there from all parts of South Africa.

The digger will naturally ask, How am I to get there? The answer I now proceed to give. There can be no doubt that Lorenço Marques, the Portuguese port, is, by its natural situation, the port of those gold fields. It is nearest to them, being only 150 miles away. But there are many causes which at present debar it from the position of being established as the port of the gold fields. In the first place, there is no road from Lorenço Marques to Leydenburg. There is talk of a road being made and of money for the purpose being voted by the Transvaal and Portuguese governments; but, so far, the greater part of the matter seems all talk. Then, there are no means of transport, except by Shanks' pony, from Lorenço Marques to the gold fields. The digger arriving at Lorenço Marques *en route* to the fields must be prepared to tramp all the way. And he must also be prepared to do this through the most unhealthy tract of country on this coast. In the wet and hot months of the year—namely from this present month up to next March or April—the European landing in Lorenço Marques is almost sure to be attacked by a virulent type of coast fever which may probably lay him low; but which is of such a nature that, should he recover from its first attack, he will ever afterwards be liable to repetitions. This must ever be a great barrier in the way of Lorenço Marques being a popular port. Further still, between Lorenço Marques and the Leydenburg gold fields there is a strip of country, known as the "fly country," through which it is impossible for oxen to travel, and it must be borne in mind that at present the traffic of this continent depends mainly on ox wagons. The "tsetse fly" infests the strip of country referred to, and its bite is certain death to the ox. Knowing this the traffic of ox wagons from the Transvaal to Lorenço Marques is reduced to a minimum. Then there are no horses or mules in the country, so that the only means of transport the digger will find when he arrives in Lorenço Marques will be that which he has brought with him—viz., Shanks' pony—and he will have to take that through a country unhealthy for Europeans during the greater part of the year. Further still, he very probably will not be able to obtain at that port the supplies he may require.

Natal is the only other port open to the Leydenburg gold fields, and it must eventually prove the port for the fields. It is so at present, and it must remain so. The digger on arrival here can take his passage to the fields per ox wagon for £7. If he prefers to go by goat cart to Pretoria it will cost him thrice that amount and he will yet have a long journey to the alluvial fields. His best plan is, undoubtedly, to engage passage in a wagon here. As I have said, that will cost him £7 for his own fare. He will have to pay extra for baggage. A party of diggers could do the thing much cheaper by engaging a whole wagon and loading it as they liked. The rate of carriage to the fields for goods is 50 shillings per 100 weight.

The digger will do well to take six months' provisions, clothing and tools with him. Those things are very scarce and dear on the fields. He can provide himself with all here at a moderate cost. Arrived at the fields he will have a fine country open before him, a salubrious climate to live in and the prospect of making an independency at the gold diggings. This he may rely upon.

OTHER GOLD FIELDS.

I have spoken now of the three known gold fields of South Africa. But there are other gold fields which, although their value has not been so conclusively proven, may yet be regarded with great hope. Mr. Thomas Baines, F. R. G. S., the well known traveller, explorer and artist, has discovered reefs in the Matabili country, beyond the Tati, which he is sanguine will pay well. He has obtained a concession of them from Lo Bengula, king of the country, and is having a quartz crusher made in Durban, with which he intends to work the reefs. Then in the Tugela hills, in this colony, gold reefs have been discovered and alluvial diggings are said to exist. The value of the reefs has not yet been proved nor payable alluvial found, but great hopes are entertained of both. Again, the Zulu country, which abuts on this colony, is said to be rich in gold reefs, which the jealousy of the natives has heretofore prevented being developed. With all these prospects before us we may well entertain bright hopes of the future mineral development of this great but little known continent.

THE ONTARIO LEGISLATURE.

TORONTO, Dec. 8, 1873.

The Ontario Legislature has been called together for the despatch of business on the 7th of January.

The Hon. Senator Blake died yesterday. He was 71 years of age.

LABOR REVIVAL.

PATERSON, N. J., Dec. 8, 1873.

The Phœnix Silk Mill, which has been partially stopped since the panic, will put on 300 more hands this week.

THE END OF THE STRIKE.

TROY, N. Y., Dec. 8, 1873.

The strike of Burden's puddlers ended this afternoon, the men agreeing to Burden's proposition. The establishment gives work to 1,500 men. The strike has lasted six months. There is great rejoicing among the laboring men on the termination of the strike.

Navigation on the Hudson is closed here. The steamer Thomas Powell left for New York on Sunday night, but laid up at Kingston for the winter.

THE STRIKE IN THE COAL REGIONS.

POTTSVILLE, Pa., Dec. 8, 1873.

The railroad strike continues. There has been very little change in the situation since the last report. At Tamaqua, it is said, the operatives are about resuming and it is probable the strike will end in a few days. The effect upon the coal trade will not be very serious, even should it continue, as there is a large stock of coal on hand.

THE DOYLESTOWN (PA.) FORGERY.

The Sheriff of Bucks county, Pennsylvania, arrived in Trenton yesterday with a requisition from the Governor of Pennsylvania for the removal of Marcus Chapman, the alleged forger, to Doylestown. The prisoner cheerfully assented to the edict of the law and accompanied the Keystone State official back to the scene of his alleged illegal exploits without any murmuring. It is said that he had signified his willingness since his incarceration to proceed to Doylestown even if the necessary legal document was not produced. The Trenton authorities furnished many proofs against him to the Pennsylvania officers.

THE WILMINGTON (DEL.) BANK BURGLARY.

NEW CASTLE, Dec. 8, 1873.

The counsel for the defendants in the Wilmington Bank burglary case have withdrawn their motion for a new trial, and the Attorney General has asked that the prisoners be sentenced as soon as convenient.

THE WESTON MURDER.

ALBANY, Dec. 8, 1873.

The case of Lowenstein, charged with the murder of Weston, has been set down for trial for the 21st inst.

MASKED ROBBERS.

BALTIMORE, Md., Dec. 8, 1873.

Yesterday afternoon four white men, armed and disguised, representing themselves as United States detectives in search of counterfeit money, visited the house of Henry Dearing, a small farmer, on Washington turnpike, near this city. After entering they presented pistols at the heads of Mr. and Mrs. Dearing and compelled the latter to disclose where money was kept. The robbers, after securing about $250, made their escape.

THE CHEESE MARKET.

UTICA, Dec. 8, 1873.

About 2,000 boxes of cheese were offered to-day, but there were no sales. At Little Falls sales of private dairy were made at 11¾c. a 12c., ruling 12c. extreme; 1,000 boxes of factory changed hands at 12¾c. a 12¾c. for cash sales and 13¼c. a 13½c. for credit sales.

INCENDIARY FIRE AT PORTLAND, ME.

PORTLAND, Dec. 8, 1873.

The new ice house attached to Thompson & Leichter's pork packing establishment, together with the lard room, were burned last night by an incendiary. Several hogs were burned to death. The loss is not stated, but the insurance is $20,000.

SHIPPING NEWS.

WHITESTONE TELEGRAPH.

The NEW YORK HERALD has constructed a telegraph line from New York city to Whitestone, L.I., and the same is now open for the transaction of business.

The line will be sound 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

OCEAN STEAMSHIPS.

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

Steamer.	Sails.	Destination.	Office.
Goethe	Dec. 9	Hamburg	113 Broadway.
Algeria	Dec. 10	Liverpool	4 Bowling Green
Manhattan	Dec. 10	Liverpool	29 Broadway
Macedonia	Dec. 10	Glasgow	7 Bowling Green
City of London	Dec. 11	Liverpool	15 Broadway.
Westphalia	Dec. 11	Hamburg	61 Broadway
Rennsselaer	Dec. 13	Liverpool	19 Broadway
Greece	Dec. 13	Liverpool	69 Broadway.
Virginia	Dec. 13	Glasgow	72 Broadway.
Ville de Paris	Dec. 13	Havre	58 Broadway.
Donau	Dec. 13	Bremen	2 Bowling Green
Olympia	Dec. 13	Liverpool	4 Bowling Green
Kansas	Dec. 13	Glasgow	7 Bowling Green
City of Brussels	Dec. 13	Liverpool	15 Broadway.
Russia	Dec. 17	Liverpool	4 Bowling Green
America	Dec. 17	Bremen	2 Bowling Green
Cassilia	Dec. 17	Glasgow	7 Bowling Green
Thuringia	Dec. 18	Hamburg	61 Broadway
Mosel	Dec. 20	Bremen	2 Bowling Green
Hecla	Dec. 20	Liverpool	4 Bowling Green
Adriatic	Dec. 20	Liverpool	19 Broadway.
Anglia	Dec. 20	Glasgow	7 Bowling Green
City of New York	Dec. 25	Liverpool	15 Broadway.
Europe	Dec. 27	Havre	58 Broadway
Georgia	Dec. 27	Glasgow	72 Broadway

Almanac for New York—This Day.

SUN AND MOON.			HIGH WATER.		
Sun rises	7 12		Gov. Island	eve	12 15
Sun sets	4 33		Sandy Hook	morn	11 30
Moon rises	eve	9 56	Hell Gate	eve	2 00

PORT OF NEW YORK, DEC. 8, 1873.

CLEARED.

Steamship Franconia, Brazy Portland—T P Ames.
Bark Hillcote (Br), McIsaac, Liverpool—Kinnie, Ross & Co.
Bark Cecchino Danovaro (Ital), Legoraro, Cork or Falmouth—Slocovich & Co.
Bark H D Stover, Pierce, Havana—J E Ward & Co.
Bark Frigate Bird (Nor), Lippe, Philadelphia—Funch, Edye & Co.
Brig Atlas, Powers, Marseilles—Jas Henry.
Brig La Creole (Dutch), Cornish, Rio Janeiro—Dovale & Co.
Brig Morning Light, Dill, Ponce, PR—L W & P Armstrong.
Brig Ida (Br), Smith, Trinidad—Boyd & Hincken.
Brig Village Belle (Br), Hollis, Bermuda—Darrell & Co.
Schr Lizzie Ives, Saxton, Para—L E Amsinck & Co.
Schr Souvenir (Br), Hatfield, Grenada—C W Bertanx.
Schr Minnie Cronin (Br), Collins, Lockport, NS—Fisher & Co.
Schr Ben Davis, Wilmington, NC—E S Powell.
Schr A J Collins, Minton, Norfolk—I R Staples.
Schr A J Williams, Morrell, Stamford—Stamford Manufacturing Co.

ARRIVALS.

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

Steamship Republic (Br), Gladell, Liverpool Nov 27 and Queenstown 28th, with mdse and passengers to J Hyde Sparks. Dec 6 P M, 712 miles east of Sandy Hook, passed a National line steamer, bound E; 8 P M, 636 miles east do passed a Hamburg steamer, bound E.

Steamship Rhynia (Br), Campbell, Glasgow Nov 22 and Moville 24th, with mdse and passengers to Henderson Bros. Dec 7, 90 miles E of Nantucket, passed a German steamer bound E; 60 miles E of do an Inman and White Star steamer bound E.

Steamship Virginia (Br), Sadler, Glasgow Nov 21 and Larne 23d, with mdse and 63 passengers to Austin Baldwin & Co. Had strong westerly gales the entire passage; for 3 days it blew a perfect hurricane.

Steamship Mosel (Ger), Ernst, Bremen Nov 23 and Southampton 26th, with mdse and 181 passengers to Oelrichs & Co; first part of passage had strong westerly gales and light winds, latter part moderate with westerly winds; Dec 7, 315 miles east of Sandy Hook passed bark Ocean (Ger), from Bremen for New York.

Steamship Gulley of Lorn (Br), Robinson, Shanghae Sept 26, Amoy Oct 1, Singapore 8th, and Gibraltar Nov 21, with teas to order.

Steamship City of Houston, Deering, New Orleans Nov 30, with mdse and passengers to C H Mallory & Co. Dec 3, lat 32 22, lon 77 54, saw brig L M Merritt, from Guantanamo for Delaware Breakwater.

Steamship Knickerbocker, Gager, New Orleans Nov 29 and Southwest Pass Dec 1, with mdse and passengers to Clark & Seaman.

Steamship Emily B Souder, Burdick, New Orleans Nov 29, with mdse and passengers to Frederic Baker.

Steamship Herman Livingston, Mallory, Savannah Dec 4, with mdse and passengers to W R Garrison. Dec 7, Cape Henry bearing W by S 6 miles, passed brig Carrie Bertha, from Inagua for New York.

Steamship South Carolina, Beckett, Charleston Dec 4, with mdse and passengers to J W Quintard & Co.

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

Steamship Mediator, Smith, Norfolk, with mdse and passengers to J Lorillard.

Steamship John Gibson, Winters, Georgetown, DC, with mdse and passengers to J C Kenyon.

Steamship North Point, Foley, Philadelphia, with mdse to the Lorillard Steamship Co.

Ship Harvest Queen, Jansen, Liverpool 33 days, with mdse and 6 passengers to C H Marshall & Co.

Ship Brothers Apap (or Malta), Ferrugin, Leith, 104 days, with coal, to the Metropolitan Gas Co; vessel to Slocovich & Co.

Ship Ole Smith Plang (Nor), Carlsen, Antwerp 30 days and the Downs 44 days, in ballast, to order.

Ship W R Grace (new), Black, Bath 48 hours, in ballast to Jas W Elwell & Co.

Bark Johann (Ger), Haverkamp, Liverpool 33 days, with salt to order; vessel to C Tobias & Co. Dec 4, lat 38 22, lon 70 30, passed brig O B Stillman, of and from Portland for Havana.

Bark Salus (of Shoreham), Peland, Gloucester Oct 19 and Penarth Roads 25th, with salt to McMurray & Dammarell. Nov 18, lat 41 26 N, lon 41 30 W, passed a vessel about 600 tons, with mizzenmast and mainmast gallant mast completely gone; 21st, lat 43 30, lon 47 20, spoke the Prussian bark Williams, from New York for London; Nov 29, lat 39 20, lon 53 40, encountered a terrific hurricane, commencing from SE, hauling suddenly round to the NNE; ship with sea raid under water about two hours.

Bark Bristow (Nor), Venner, Newry 37 days, in ballast, to J W Elwell & Co.

Bark Ricardo (Ital), Consigliaro, Amsterdam, 49 days, in ballast, to Slocovich & Co.

Bark Alaska, Perry, Malaga 41 days, with fruit to Lawrence, Giles & Co. Passed Gibraltar Oct 28.

Bark Vittorio (Ital), Maresca, Genoa July 29, via Alicante, 85 days, with fruit to Slocovich & Co. Passed Gibraltar Sept 9; Dec 5, lat 27 20, lon 68, had a heavy gale from WSW; sprung mainmast and split sails.

Bark Mary Rideout (of St Andrews, NB), Tucker, Grand Turk, TI, 15 days, with salt to D McColl; vessel to Brett, Son & Co.

Bark I W Oliver (of Annapolis), McKay, Annapolis, 6 days, in ballast, to Henry & Parker.

Brig Fornak (of Sunderland), Moore, Bantry Bay 44 days, in ballast, to W Sewall.

Brig Adelaide (of Liverpool, NS), Innes, St Martins 12 days, with salt, to H A Vatable & son; vessel to Miller & Houghton.

Brig Repeal (of St Lucia), Lawton, St Pierre, Mart, 12 days, with sugar, to Jonas Phillips.

Brig Annie (Dan), Olsen, Havana 13 days, in ballast, to John Zittlosen.

Brig Robert McK Spearing (of Quebec), Hiller, Cienfuegos 15 days, with sugar, to Jova & Co.

Brig Liberty (of Boston), Everhard, Cardenas, 11 days, with sugar, to Brooks & Co; vessel to J E Ward & Co.

Brig Prairie Rose (of Portland), Griffen, south Amboy for Portland.

Schr Wm R Knighton, Knighton, San Andreas 16 days, with cocoanuts and mahogany to Jos Eneas.

Schr Lucy Lee (of Machias), Holmes, Ponce, PR, 18 days, with oranges to order; vessel to Simpson, Clapp & Co.

Schr Ricardo Barros, Newton, Bayaguez 10 days, with oranges to J & T Pearsall; vessel to E J Wenberg.

Schr Mary A D (of Mahone Bay, NS), Whitney, St Kitts 16 days, with salt to J F Whitney & Co. Is bound to Boston; put into this port in consequence of a succession of head winds; Nov 29, lat 34 48, lon 66 30, fell in with a brig full of water, with nothing standing but the mainmast and some small ropes hanging to the mast; everything gone off deck but the windlass; sea making a complete breach over her; she appeared to have been boarded by some vessel and the crew taken off; hull painted black, with a yellow streak; apparently a long time in that condition; Nov 28, lat 21 10, lon 66 35, passed schr Alice Seaforth, steering south; Dec 3, lat 33 34, lon 73, brig Mary Kingston, steering west.

Schr Gerent (of Canning, NS), Sanford, Fortune Island, 9 days, with salt, to R Murray, Jr; vessel to Penlston & Co.

Schr W H Keeney, Beers, Fernandina 8 days, with railroad ties to Isaac Eppinger; vessel to Van Brunt & Bro.

Schr Whitney Long, Hayes, Charleston 8 days, with lumber to J H Lasher; vessel to S C Loud & Co.

Schr J W Morris, Longstreet, Virginia.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Gettysburg (US), Lieut McRitchie, Newport for New York.

Bark Florence Hurlburt, Dudley, Boston for New York, in ballast.

Brig Morning Light, Dill, New Haven for New York, in ballast, to L W & P Armstrong.

Schr Rushlight, Harvey, Welshpool, NS, for New York, 11 days, with fish to John Fay & Co.

Schr Piscataqua, Bartlett, Welshpool, NS, for New York, 9 days, with fish to Benjamin & West.

Schr George J Farr, Kugan, Grand Menan for New York, 6 days, with herrings to master.

Schr Sarah E Snow, Gray, Tiverton for New York.

Schr T P Abel, Hardy, Providence for New York.

Schr Mary Augusta, Albert, Portland for New York, with lumber to order.

Schr Harp, Boynton, New London for New York.

Schr Minquas, Beaney, Providence for New York.

Schr H A Barlow, Wines, Boston for New York.

Schr Lottie K Friend, Collins, New Haven for Baltimore.

Schr Addie Murchie, Smith, Calais for Philadelphia, with railroad ties to order.

Schr Entire, Kinnear, Wareham for New York, with nails to Parker Mills Co.

Schr Mary Farrow, Condon, Providence for New York.

Schr Wm N Gesner, Egbert, Boston for Philadelphia.

Schr James M Bayles, Arnold, Providence for Elizabethport.

Schr Henry A Paul, Strange, Boston for Baltimore.

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

Schr Louisa Frances, Winchester, New Bedford for New York.

Schr William D Mangum, Drake, New Bedford for New York.

BOUND EAST.

Brig Peter Roberts (Br), McDonald, New York for Halifax, NS.

Schr A Pitman, Lambert, Georgetown, DC, for Salem.

Schr J J Moore, Franklin, Philadelphia for Boston.

Schr H T Townsend, Townsend, New York for Boston.

Schr Rubena (Br), Secord, New York for St John, NB.

Schr A C Buckley, Buckley, New York for Boston.

Schr Wm Arthur, New York for Portland.

Schr Grand Island, Miller, New York for Boston.

Schr Margaret, Clark, Port Johnson for Portland.

Schr E C Irwin, Dunn, Philadelphia for Providence.

Schr H S Brooks, Smith, Philadelphia for Boston.

Schr Orenoko, Crowell, Philadelphia for Boston.

Schr Hester, Davis, New York for Portchester.

Schr Thos E Cahill, Cahill, New York for Norwich.

Schr Dart, Williams, New York for Stamford.

SAILED.

Ships Abigail (Br, from Liverpool), Philadelphia; Huguenot (from Bremen), Brunswick, Ga; barks Harrisburg, Cadiz; Narragansett, Marseilles; Marie Madre (Ital), Newcastle; Mina (Sw), London; Panchito (Ital), Cork or Falmouth; Lavinia (Br), St Johns, NF; Ilva (Br), Bristol; brigs E H Williams, Matanzas; Dora (Br), St Johns, NF; Andrea Mignone (Ital), Gloucester; Segunda (Br), Hull, E; schrs Silver Spray, Nassau, NP; Louis Walsh, Havana; Louisa D (Br), Laguayra; Mary S Lunt, Grenada; Addie Wessels, Bluefields; Maid of the Mist, Point a Pitre; Race Horse, Port au Prince; Franklin Treat, St Thomas; Hattie Haskell, Aux Cayes; Eothen, do; Clara Woodhouse, Brazos Santiago.

Wind at sunset S, light.

Marine Disasters.

BARK CHANNEL LIGHT (Br), was destroyed by fire in Rio Janeiro harbor Oct 28, having arrived 24th from Hull with fire aboard. Though scuttled and sunk the fire spread and the greater part of the vessel was burned; 600 tons of coal were saved.

BRIG AMELIA (Br), Deal, at Montevideo Oct 18, from New York, reports:—Experienced a hurricane on the 24th of August and lost and split sails. Aug 27, lat 36 30, lon 58 20, at 7 A M, saw wreck of a vessel bearing NE, run down and found it to be the schr David Wasson, of Castine, Me, loaded with lumber and bound for Curacoa (before reported). The schooner had been hove down, dismasted and was full of water and breaking up; lay by her until 3 P M and took off Capt Tapley, the mate and three men, the remainder of the crew (9 in number) having been washed off the wreck. Capt Tapley was in an exhausted condition, being injured both externally and internally. They had been without water or food for three days.

BRIG CORA (of Liverpool, NS), went ashore Nov 24 at Inagua and was got off 25th with trifling damage; would proceed to New York in ballast.

BRIG HYPERION, from Havana for Philadelphia, went ashore on Saturday at the Cross Ledge, but came off on sunday morning without assistance and without damage.

SCHR NELLIE F SAWYER, McFarland, at Savannah 8th from Portland, had heavy weather and lost sails, &c.

SCHR DEXTER CLARKE, Curtis, at Jacksonville Dec 3, from New York, was struck by a severe storm Nov 17, which threw her on her beam ends, washing away the deck load and everything movable; tore away the galley, broke the cabin windows, nearly filling it with water, and carrying away the boom. Two sailors, named William Joy and Arthur Thomas, of Elsworth, Me, were washed off and lost. Capt Curtis was thrown over the wheel and had a narrow escape, and the mate was knocked down and seriously injured. The storm continued for several days, driving the vessel to lon 70 34, lat 32.

SCHR R M BROOKINGS, Brown, at Philadelphia Dec 6 from Jacksonville, reports that on the 23d ult, 10 miles ESE of St Johns light, passed a vessel bottom up, supposed a schr, of about 200 tons, copper painted; apparently not long in that condition.

HALIFAX, NS, Dec 8—The Norwegian steamer St Olaf, from New York for London, which was being repaired in the Dartmouth Marine Slip, came off on Saturday. She is now receiving her cargo, and will shortly resume her voyage.

The brig Teaser, Captain McGregor, from St Martin, which arrived on Saturday night reports that she lost her foremast head, foretopmast yards and jibboom.

The American schooner Isaac Rich arrived at North Sydney on the 29th ult. She reports having experienced very rough weather in the Gulf and received slight damage. The schooner Ripple, Captain Dixon, which left three days before the Isaac Rich for North Sydney, has not since been heard of.

QUEENSTOWN, Nov 23—Bark Cosmopolitan (Sp), when coming into harbor last night, got into collision with the bark John G Hall, from New York (before reported by cable). The former lost jibboom and the latter sustained damage to braces.

SAN FRANCISCO, Nov 31—Bark Isaac Jeans, Bryling, went ashore in a snowstorm Nov 29. She was towed off by the tug Etta White without serious damage.

VINEYARD HAVEN, Dec 6—The leak in the schr P Boice (before reported) increased during last night so much that it was deemed advisable to have her bottom examined by a diver to-day, which was done, and her keel was found to be broken. She will have to discharge cargo and haul on the marine railway for repairs.

The bark Andes has taken in cargo and is ready for sea.

Miscellaneous.

We are indebted to the purser of the steamship Republic, from Liverpool, for courtesies.

The purser of the steamship Mosel, from Bremen and Southampton, has our thanks for favors.

OVERDUE—Brig H H Wright, of Searsport, which sailed from Salt Cay Nov 1 for Boston, has not since been heard from, and is now some time overdue. Capt Meyers, of Searsport, commands her. Lyman Wiswell, of Bangor, is on the brig, for the safety of which grave apprehensions are felt.

Spoken.

Brig Montrose (Br), bound north, Nov 27, lat 34 20, lon 69 34.

OUR CABLE SHIPPING NEWS.

TELEGRAM TO THE NEW YORK HERALD.

The Cargo of the Konig Wilhelm I in Good Condition—Movements of Shipping from and for American Ports.

ROTTERDAM, Dec 6, 1873.

The steamship Konig Wilhelm I (Ger), Gerdes, from New York for Bremen, before reported ashore at Nieuwe Diep, has been discharged of part of cargo, which has been warehoused and is apparently in good condition. It is believed that the vessel will be floated off after being further lightened.

LONDON, Dec 8, 1873.

VESSELS ARRIVED.

Arrived at Liverpool Dec 8, ship Pomona (Br), Hamilton, from New York; barks Lord Dalhousie (Ger), Plotz, from Pensacola; Sarah Mardell (Br), Ninnes, from Darien; Emma & Carl (Ger), Harder, from Philadelphia; Delta (Br), Cann, from Charleston; brig Santona (Sp), Cirion, from do.

Arrived at London Dec 8, bark Sarah B Cann (Br), Eldridge, from Philadelphia.

Arrived at Gravesend Dec 8, ship O'Thyen (Ger), Jordan, from New York; barks Ragna (Nor), Otterbeck, from do via Queenstown; Bergerensen (Nor), Wessenburg, from Baltimore.

Arrived at Plymouth Dec 8, steamship Maas (Dutch), Deddes, from Rotterdam for New York.

Arrived at do Dec 7, steamship Silesia (Ger), Hebich, from New York for Hamburg (and proceeded).

Arrived in Kingroad Dec 8, brig Saulie (Ital), Jaccarino, from Baltimore.

Arrived at Queenstown Dec 8, barks Argus (Br), Porton, from New York; Kong Carl (Nor), Knudsen, from do; Nuovo Giuseppino (Ital), Marchese, from do.

Also arrived at do 8th, steamship Celtic (Br), Thompson, from New York for Liverpool; Indiana, Sumner, from Philadelphia for do.

Also arrived at do Dec 9, 12:30 AM, steamship City of Brooklyn (Br), Murray, from New York for Liverpool.

Arrived at Moville Dec 8, steamship Scandinavian (Br), Smith, from Portland for Liverpool.

Arrived at Limerick Dec 8, bark Countess of Fife (Br), Kerr, from New York.

Arrived at Dublin Dec 7, bark Melen Campbell (Br), Brooks, from Boston.

Arrived at Belfast Dec 8, bark Aden (Br), McMurrin, from Philadelphia.

Arrived at Hamburg Dec 5, barks Admete (Nor), Andersen, from New York; Hirundo (Nor), Hansen, from Wilmington, NC.

Arrived at Stettin Dec 5, barks Atlantic (Ger), Schering, from Wilmington, NC; Odin (Ger), Otto, from New York.

Arrived at Antwerp Dec 6, ship B D Metzalf (Swed), Beck, from New York; bark Storkors (Nor), Erickson from Philadelphia; Mizpah (Br), Cook, from do.

Arrived at Bremerhaven Dec 5, ship Tamerlane, Quasley, from Philadelphia; bark Argonaut (Ger), Steengrate, from New York; brig Svea (Nor), Morch, from Baltimore; Aesius (Ger), Berding, from New York; Christel (Ger), Boekelmann, from do.

Arrived at Elsinore Dec 6, bark Hedwig (Ger), Voss, from New York.

Arrived at Havre Dec 6, barks Titania (Nor), Jansen, from New York; Somerville (Br), Smith, from do.

Arrived at Gibraltar, bark Lucia C (Ital), Cacace, from New York.

VESSELS SAILED.

Sailed from Liverpool Dec 7, ships Rising Sun (Br), Prout, for Pensacola; Admiral Prinz Adalbert (Ger), Liebauer, for do; barks Falke (Ger), Scharmberg, for Charleston; Prince Friedrich Carl (Ger), Granzoff, for New York (has been reported sailed 6th); Antonio Maria (Ital), Glassar, for Baltimore; Fides (Ger), Schulta, for Philadelphia; Ocean Gem (Br), Mizon, for Baltimore; Ursus Minor (Nor), Nielsen, for United States.

Sailed from Falmouth Dec 8, bark Tara (Aus), Vicarich (from Rotterdam), for United States.

Sailed from Bristol Dec 6, steamship Great Western (Br), Stamper, for New York.

Sailed from Deal Dec 8, Star of India, from —— for Mobile.

Sailed from Shields Dec 7, bark Ocean (Br), for Philadelphia.

Sailed from Southampton Dec 7, Jupiter, for New York.

Sailed from Glasgow Dec 5 (and from Larne 6th), steamships Georgia (Br), Cooper, for New York; 6th (and from Moville 7th), California (Br), Craig, for do.

Sailed from Greenock Dec 7, ships Arethusa (Br), for Pensacola; Abeona (Br), Grosart, for New York; Queen of England (Br), Aitken, for New Orleans; bark Bel Stuart (Br