THE ERIE RAILWAY.

Intervention by the State Asked by Stockholders and Creditors.

Alleged Gross Mismanagement of the Present Board of Directors.

The Charter of the Company Violated.

ALBANY, N. Y., July 8, 1874.

The case of John C. Angell, plaintiff, against the Erie Railway Company, defendants, was argued before Attorney General Pratt to-day, Mr. William Fullerton appearing for the Erie Protective Committee of London, and John M. Hill (representing Messrs. Barrett, Redfield and Hill) appearing for the plaintiff, and Mr. William M. Evarts and Judge W. D. Shipman for the defendants.

THE PAPERS SUBMITTED

were the plaintiff's deposition and complaint, and the affidavit of Sylvester H. Dunan. The deposition of Mr. Angell sets forth that he is the holder of fifty shares of the preferred stock of the Erie Railway Company, and the owner and holder of five of its fourth mortgage bonds; that he is informed and believes the affairs of the said company have been recently greatly mismanaged; that several dividends having been paid out of the capital, there having been no net earnings applicable to the payment of such dividends for a long time, and that the funds and property of said company, constituting a material part of the security for the payment of its debts, have been misapplied in various ways to the extent of several millions of dollars, the particulars of which are more fully set forth in an affidavit by S. H. Dunan, at deponent's request. That deponent is informed and believes the floating debt of the said Erie Railway Company exceeds $7,000,000, and the securities and property of every kind belonging to the said company which could be made available for the payment of said floating debt, by sale or otherwise, do not exceed in salable value $3,000,000. The rest of said company's property being mortgaged to the extent of its full market value, and the promissory notes of the said company are now freely offered in the market for sale at a discount at the rate of thirty or forty per cent per annum, while the current value of money upon thoroughly good securities is only five per cent per annum. Deponent also alleges that the Erie Railway Company has created a new mortgage without proper advertisement, in violation of its charter; that the present Board of Directors has agreed to lease the Atlantic and Great Western Railroad, an insolvent concern, not producing enough net earnings to pay the amount of the annual interest required by mortgages now existing upon the railroad, and the terms of such lease are such as must involve the Erie Railway Company in great and continued loss; that said Atlantic and Great Western Company has purchased a large amount of stock in the *Cleveland, Columbus, Cincinnati* and Indianapolis road, and has entered into obligations for the raising of money for such purposes, which has been endorsed by the Erie Company, which has been involved to a ruinous extent in the liabilities of the Atlantic and Great Western Company; that deponent asks, therefore, the intervention of the State for the benefit of the *bona fide* stockholders and creditors of the Erie Company, the dissolution of the present company and the organization of a new corporation free from the present enormous load of embarrassments. Such a course was pursued in 1860, and was for several years a source of great advantage to the holders of the stock and bonds. Deponent believes the *same measure of advantage, if not even greater advantage*, would result now.

Accompanying this deposition is the

SWORN STATEMENT OF MR. DUNAN,

who defines at length the duties of the position he formerly filled, that of General Auditor; asserts that the dividends declared for the year 1872 were made not from said net earnings but from a fictitious balance brought forward from previous years, there having been no balance or surplus net earnings whatever; that the statement of expenses for 1872 did not include $847,737 legal expenses charged to cost of road and equipment as capital account, but which should have been a proper and legal charge against its earnings; that the current working expenses for 1872 were further understated $602,196, by order of Peter H. Watson, as part of the alleged inventory of materials in the hands of the company, and that no part thereof was properly deductible from the working expenses of the three months, receiving credit for the same, or of the year 1872, such gain in material, if there was any, being spread over a period of four years; that the current expenses for 1872 should have been further reduced $400,000, the value of equipment destroyed during that year, no portion of which was ever made good in the equipment account of the company; that the dividend declared out of the alleged earnings for the six months ending June 30, 1873, amounting to $1,078,971, was not from the net earnings of that period or any other time before or since, the company having really made a net loss in that six months of $937,267; that the remaining six months of 1873 showed no profits or fund to make up the deficiency of the previous six months; that Bischoffsheim and Goldschmidt have been allowed to retain, upon various pretexts, $1,460,000 from the proceeds of the sale of consolidated mortgage bonds for nearly two years, there being no record upon the books up to March last showing the disposition of that money; that Duncan, Sherman & Co. were charged with $750,000 in notes of the Erie Company given to said firm, which were ultimately paid in cash; that said charge stood unexplained on the books nearly twelve months, when deponent was instructed to credit Duncan, Sherman & Co., against such charge by the purchase of 5,000 shares of Buffalo, New York and Erie Railroad stock at $150 each, and deponent was informed said stock had been purchased from John A. C. Gray, and that deponent believes the market price of said stock at the time of its purchase and at all times during the year 1873 was less than $90 per share, and that said shares were in reality purchased by the directors of the Erie Company for $450,000, or $300,000 less than the amount charged the Erie Company, which must have been divided between some persons unknown to deponent, &c.

It appears that some four or five weeks ago Mr. Angell made application to Attorney General Pratt, at his office in Syracuse, to commence suit against the Erie Company and its officers and directors. Judge Pratt, desiring to avoid hasty action, determined to consider the subject. The company were notified of Mr. Angell's application and to-day appeared to reply to the allegations. After considerable preliminary conversation the depositions for the plaintiff were filed. Ex-Judge Shipman then read

A NUMBER OF REPLIES

in the shape of affidavits from Peter H. Watson, Messrs. Little and Honsen, the examiners selected from the Northern Central and Oswego Midland Railroad, Mr. S. L. M. Barlow, Mr. S. L. Dodds and Mr. Lucius Robinson. None of the depositions contained any specific replies to the charges made against the company, all being almost entirely confined to the general statement that the statements of Mr. Angell and Mr. Dunan were malignant falsehoods.

THE ARGUMENT

was opened by Mr. Hill for the plaintiff in remarks to the general effect that the directors of the road had neglected their duty and had been guilty of such gross mismanagement and such violation of law that they should be removed. It was no use to say that they had been deceived or that Dunan had leagued with Gould or other speculators or was guilty of falsifying the record. He claimed that the directors were personally liable for the immense sums lost through their mismanagement and negligence; that President Watson was personally corrupt, and that the directors sat by and let him do as he pleased, while the road is going to ruin in the embrace of the Atlantic and Great Western.

Mr. Evarts, for the company, replied at length, insisting—first, that the alleged deficit in the mortgage for want of notice had no existence whatever, and that the law required no such notice. Second, that the question as to the dividends being properly declared did not belong to the jurisdiction of the Attorney General, and that the remedy was alone by private suit; but there was no foundation, in fact, for Dunan's pretence that the dividends were improperly declared. He said

THE DIRECTORS ACTED HONESTLY,

as shown even by the statements furnished by Dunan himself; and for a man to ask for the removal of such men as Governor Morgan, Butler Duncan and the other directors was altogether impudent and wholly unwarrantable. He insisted that the dividends in question were declared out of the net earnings. Third, that if Angell was the owner of any stock he bought the same on the 5th of June, two days after Dunan's affidavit was made, and knew all he now knows; that he bought it, if it is his at all, for the purpose of bringing this suit and annoying the managers of the company. Fourth, that the purchase of the Buffalo, New York and Erie Railroad stock was a perfectly legal, justifiable and honest transaction. Fifth, that the Bischoffsheim & Goldschmidt matter and the provision for coal were conclusively disposed of by the evidence.

Judge Fullerton, for the Erie Prosecution Committee replied, claiming that the Revised Statutes give the power to proceed with this case to the Attorney General. This is not a question of amount, properly involved, small or great, but whether the law has been violated. Do the facts exist? Does the necessity for action exist? This proceeding is a simple question of information to the Attorney General. No matter whence the source—whether the newspapers, the streets, stock speculators, in good faith or bad faith—if the law has been violated, if public policy has been violated, the complainant is entitled to redress. One of our greatest public evils is these great corporations. They must be punished if they violate the law. This proceeding will place the Erie Company on a firmer basis, for it ensures honest, economical management.

Judge Fullerton made the new point against the Erie Company that in buying the stock of the Buffalo and Erie Railroad for its notes, or in any other way except by barter or exchange and stock for stock,

IT VIOLATED ITS CHARTER.

The Revised Statutes expressly provide against any such absorption. The notes are still outstanding, and he brought this fact to the attention of the Attorney General. The basis of this charge is Watson's own affidavit, and in making the admission Watson says he knowingly and wilfully violated his duty. The purchase of coal lands was also in violation of law. He could not find that the Legislature ever bestowed such power on the Erie Company. Mr. Watson bought lands in his own name and sold them to the Pennsylvania companies leased by the Erie. The law was not to be whipped round the stump that way.

After some further remarks the case was closed and the Attorney General reserved his decision.

Dunan's affidavit concludes with the allegation that the larger tracts of coal lands in Pennsylvania were purchased in 1873 out of convertible bonds, and the purchase money thereof, amounting to $1,000,000, charged upon the books to the account headed "purchase of coal lands," and that deponent subsequently refused on Watson's order to transfer the amount to his individual account.

ASMODEUS IN NEW YORK.

Diabolism at the Sturtevant House—Brown's Brains and What They Evolve—Witchcraft of the Nineteenth Century.

In the large dining room of the Sturtevant House there assembled last evening a large company of scientific gentlemen, journalists and others to witness some wondrous psychic demonstrations of a young man of the name of Brown. The representative of the HERALD was introduced to this modern phenomenon before the public exhibition, and the following facts were gleaned as to the antecedents of the modern Asmodeus. He was born in Council Bluffs, Iowa, of poor, but honest parents, who gave him a common school education, of which he made good use. At two years of age this juvenile infant commenced "to see things"—that is, he could tell what people were thinking of him, which, to say the least, must have been embarrassing. "But," said he in his *naïve* way, "it was just like steam—I didn't know what use to make of it." It appears, however, that after studying in the rural schools, attending the usual number of Methodist revival meetings and seeing some of the phenomena of modern Spiritualism he became convinced that his faculty, if not of the old Scottish "second-sight" type, was, at least, capable of awakening the rural press to an appreciation of Brown's brains, and so he started out to instruct, delight and elevate the great Northwest. His success was immense; the rural press seized upon him; he was in demand at fairs and local merry-makings, and when the sages of the Michigan University, at Ann Arbor, declared, after much consultation, that "they could make nothing of him"—a dubious diploma, it must be confessed to send callow Mr. Brown out into the world with—he came East, to bewilder the scientists, who will probably send him back again to Ann Arbor with the indorsement that they also can make nothing of him. Young Brown is an innocent-looking young fellow of twenty-two years of age, built like other young men, "with legs and arms and a head," as Mr. Fowler remarked with an erudition and subtle humor which was appreciated by the audience last evening. In a general way he wanted to show that he possessed, besides his ordinary human qualities, the instinct of a retriever dog; that he can find things when they are hidden and go right to the spot, be it a swamp, hotel parlor or coal cellar, and pluck from strange recesses a pencil, pocketbook or handkerchief. He can tell a man what he is thinking of, if only the man thinks hard enough, and go through any amount of mental gymnastics with an *aplomb* that would put a foreign clairvoyant to the blush.

Assembled in the dining room, the guests—waiting for the arrival of the operator—had an opportunity to study the alphabet strung across the magnificent mirror which adorned the south wall. These letters, in black, were printed on green pasteboard, and in size sufficiently large for all the audience to distinctly see them. The young man made a brief speech in which he said, "he invited investigation; he had nothing to conceal," and generally repeated that the scientists "could make nothing of him." He then blindfolded himself, the back of his head being adorned with a first class Horace Greeley cravat knot. A gentleman then hid a lead pencil (lady's size) in the second parlor of the hotel. Brown seized his hand, established magnetic communication, dragged the man who had hidden the pencil out of the room in a dramatic manner, and came back in a few seconds with the pencil held triumphantly aloft. (Applause.) The second experiment was even more successful. Brown went out of the room and a gentleman hilariously hid an object in some other gentleman's coat collar. Young Brown returned with his keepers (selected from the audience) and went for that coat collar, and dragged the object forth. (Great applause.) Next experiment—Gentleman in white coat was called up and asked to think of the name of some friend. He did so. Brown sniffed his hands a few moments, then started off in a hot chase. Hot! cold! over chairs and tables—a splendid hurdle—taking a negro waiter in the background handsomely, finally coming back to the starting point with scent cold. Time, 1m. 19s. Failure. It was then announced that the gentleman in white coat had been thinking of another gentleman in California. (Sensation. All bets off.)

The next person experimented on was a success. He was taken immediately to the person thought of. Connection established and lines working well once more.

The mental strain on Brown was now so great that a rest was desirable, and some good-natured granny in the audience suggested that a bumptious phrenologist should feel his head, which he did and made a very good speech.

He epitomized as follows:—"Young man weighs 150 pounds (right to an ounce), height five feet ten (wrong one-quarter of an inch), has ambition for promotion, no marked faith or prophetic tendency, free in the use of his means, benevolent and amiable, strong in social attachments, loving—("Ah!") Has intuition and integrity, not much ideality or veneration, large mental, motive and vital powers." After various other experiments were tried, in all of which young Brown was successful, a crowning one was proposed and hailed with acclamation. It was that a *representative of the Tribune* should communicate an original thought to a representative of the HERALD and that young Brown should guess it. (Great confusion in the dining room.) The *Tribune* man stood up by the HERALD man, and, reversing the order of things, the *Tribune* thought, while the mind of the HERALD was quiescent. A few passes by young Brown. The operator led the parties over to another journalist. The *Tribune* cried "Correct!"

A DASTARDLY OUTRAGE.

While Miss Mary Crommuller, a gay young lass, living at No. 99 Stanton street, was enjoying herself at a picnic in Held's Hamilton Park last evening, she made the acquaintance of James Riley, an oysterman at No. 49 Stanton street. After enjoying each other's society for an hour or two in the giddy dance Riley invited the young lady to refreshment, which she declined. A walk was then proposed, to which Miss Crommuller agreed. They sauntered up Third avenue, then through several side streets, until they came to a vacant lot in First avenue and Sixty-ninth street, when the young lady, in order to rest herself, sat down upon the stump of a tree. Riley made several propositions of an unbecoming character to her, to all of which she indignantly declined, at the same time begging him to take her back to the Park. This he refused to do, and, without warning, struck her in the face with his fist. Then he threw her to the ground and attempted an outrage. Her cries for help brought Officer John Burns, of the Nineteenth precinct, to the spot, and, on complaint of Miss Crommuller, he was arrested and locked up in the Fifty-ninth street station house for the night.

GRAIN INSPECTION FEES.

CHICAGO, July 8, 1874.

At a meeting of the Board of Railroad and Warehouse Commissioners, held at Springfield yesterday, rule 5, relating to inspection fees, was changed as follows:—

The Chief Inspector is hereby authorized to collect, until further notice, on all grain inspected under his direction, as follows:—For inspection—Twenty cents per carload; thirty-five cents per 1,000 bushels from canal boats, and one quarter of a cent per bushel from bags. For out inspection—Thirty-five cents per 1,000 bushels to vessels, thirty cents per carload to cars, twenty-five cents per *carload to teams and ten cents* per wagon load to teams. The revised rule goes into effect July 15.

HARVARD COLLEGE ELECTION.

BOSTON, July 8, 1874.

At the annual meeting of the Board of Overseers of Harvard College held to-day, Charles Francis Adams was chosen President of the Board for the ensuing year and Dr. Nathaniel B. Shurtleff Secretary for the term of three years. A letter was read from Benjamin R. Curtis declining his recent election on the Board, and it was referred to a committee.

WASHINGTON.

WASHINGTON, July 8, 1874.

Payment of the Interest on the District Debt.

The First and Second Comptrollers of the Treasury, constituting the Board of Audit under the recent act of Congress, to-day gave notice of readiness to receive claims against the District of Columbia. The interest on the District bonds, payable in gold, it has been decided must be paid by the government in gold. The appropriation was in round numbers $1,300,000, which was supposed to mean that amount in legal tenders or other lawful money, and as the interest was included in the indebtedness to be paid, it was held that the interest must be paid as stipulated on the bond. The coupons will be paid on presentation at the Treasury in Washington.

The New Assistant Attorney General.

The Hon. A. G. Riddle returned here last evening and this morning formally accepted the appointment of Assistant Attorney General to prosecute the sale burglary cases growing out of the blowing up of the safe in the District Attorney's office during the recent Congressional investigation of District of Columbia affairs. Mr. Riddle took the oath of office to-day and will commence work on the cases immediately.

The Cash Account of the District of Columbia.

The District of Columbia Treasury credit balance from the receipts from taxes is $105,000, and taxes are coming in at the rate of $5,000 to $10,000 per day.

The Freedmen's Savings Bank.

The gentlemen appointed to wind up the affairs of the Freedmen's Savings Bank, Messrs. Creswell, Leipold and Purvis, have accepted the commissions, and will qualify to-morrow.

National Post Roads—Power of Congress to Enforce Carriage of the Mails.

The report of Senator Mitchell, of the sub-committee of the Senate Committee on Transportation, in relation to the railway postal service of the country, presented by him on the last day of the session of Congress, has just been printed. The Senator has gone into a thorough discussion as to the power of Congress, under section 8, article 1, of the constitution, which declares that Congress shall have the power to establish post offices and post roads. He holds that Congress under this delegation of power may provide for the transportation of its mails over railroads owned by private corporations without the consent of such corporations, or of the State in which such roads are located, by paying just compensation. That this may be done by an exercise, on the part of Congress, of the right of eminent domain. He holds generally, that the power to take private property for the purpose of the transportation of the public mails does not depend upon any express provisions of the constitution, but that it is an inherent attribute of sovereignty existing in every independent State. In support of this opinion he draws a comparison between the powers of Congress under our present constitution and those which existed under the articles of confederation. His views are also sustained by numerous citations from State and federal courts of high authority. While declaring the existence in the general government of the power mentioned, Senator Mitchell does not recommend resort to its exercise at this time, and only in case of absolute necessity if such should arise. He contemplates such changes in our postal laws as will enable the department to make just compensation for the carriage of mails on railroads, and also tend to the extension of the mail service as the growth of the country may demand. The present law he regards as essentially defective, and he therefore proposes to devote a large part of his time during the recess of Congress toward perfecting a bill the provision of which, he hopes, will be acceptable to the railroad companies and at the same time be just to the government.

VETOES BY THE MAYOR.

Mayor Havemeyer sent yesterday two vetoes to the Clerk of the Board of Aldermen and the Clerk of the Common Council. One relates to the Commissioners of the new County Court House, and His Honor states:—

The said Commissioners were appointed under and by virtue of section 11 of the Laws of 1873, and by the provisions of said section are empowered to complete the said Court House, and succeed to all the powers theretofore possessed by the Board of Supervisors over the erection and completion of said building. The occupancy of a room by them in the building in the progress of erection and completion, it appears to me, is a right necessarily resulting from the duties imposed upon them by law, and not conflicting with the title of the Corporation to the building in question; and it further appears to me that the act of installing themselves in an empty room in said building, to be used by them as an office, was both a proper and necessary step to carry on their functions as such Commissioners, as well as an act of economy tending to save to the city a large amount of money which they would have been necessarily compelled to expend for office rent.

The second veto relates to the permits for street stands, show cases, &c. His Honor recommends that the proposed change in the amount of the fee be deferred for action to the 1st of May, 1875, when the date of the present license expires.

IMPORTANT ARREST.

A Cashier in Wall Street Charged with Embezzlement.

Thomas J. Mason was arrested last evening by Detectives Farley and Sampson and locked up at Police Headquarters. He is charged with the embezzlement of $25,000 from his employers, Messrs. Merrill & Co., of No. 11 Wall street. It appears that a member of the firm in going over some accounts a day or two ago found a deficit of $8,000. Some inquiries made turned suspicion on young Mason. He was questioned and acknowledged having taken $8,000 to use in speculation on the street. Further examination revealed a deficit of $25,000, and it was then ascertained that Mason's operations had been going on for two years. He had been engaged in business in lasts in New Jersey and other like transactions, and, it is charged, lost the money. He will be examined at the Tombs Police Court to-day.

FATAL ACCIDENT AT THE TRIBUNE BUILDING.

A carpenter, named George W. Fowler, fell from the top of the new *Tribune* building, a distance of sixty feet, yesterday and was instantly killed. He was at work on a scaffold near the centre of the building with his father, and, stepping on a piece of loose timber, his foot tripped and he fell headlong to the ground floor, striking the iron beams with his head and right leg during the descent. His neck was broken and he died almost instantly. Fowler was a young man, of very respectable appearance, and resided in Jackson street, Williamsburg. Warden Brennan, who was accidentally on the spot, had the remains of Fowler taken to the Centre Street Hospital, preparatory to their removal to the late residence of the deceased. This is the first death that has occurred during the erection of this building.

OBITUARY.

Captain Henry Randall.

Captain Henry Randall, for many years connected with the steamship interests of New York, died at his residence, No. 36 East Twenty-third street, yesterday morning, at the age of seventy-two years. Captain Randall was born in Berlin, Rensselaer county, N. Y., and upon reaching manhood he took command of the steamer Empire, on Lake Erie. In 1850 he removed to this city and took command of the steamship Northerner, of Mill's independent line of California steamers, and this was the first steamship that was ever taken through the Straits of Magellan. Captain Randall afterwards took the Yankee Blade to San Francisco, and after spending a few years on the Pacific coast he returned to New York, invented and patented the plan of four-wheeled steamers, an invention that met with much favor among the shipping merchants of this city.

Deceased leaves a wife only of his once large family to mourn his loss.

Lieutenant Colonel Frederick Myers.

A telegram was received at Washington last night by General Beckwith announcing the death, at Santa Fé, New Mexico, last night, of Lieutenant Colonel Frederick Myers, Deputy Quartermaster General. He died of peritonitis. He was a brave and efficient officer.

THE CHESS CONGRESS.

CHICAGO, July 8, 1874.

The day's play in the Third Chess Congress has been attended with considerable interest and excitement. Captain McKenzie has won two games from Mr. Kinnecutt. Mr. Judd one game from Mr. Hosmer. Mr. Bock drew with Mr. Elder, game unfinished yesterday; Mr. Bock also drew game with General Congdon to-day. Mr. Perrin won one game from Mr. Elder. Mr. Elder won one game from Mr. Perrin. The game between Messrs. Judd and Hosmer was an unusually hard fight and lasted seven and a half hours.

SHIPPING NEWS.

OCEAN STEAMSHIPS.

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

Steamer.	Sails.	Destination.	Office.
Holland	July 9	London	9 Broadway.
Hobsatia	July 9	Hamburg	61 Broadway.
City of Montreal	July 11	Liverpool	15 Broadway
Britannic	July 11	Liverpool	19 Broadway.
Canada	July 11	Liverpool	69 Broadway.
Washington	July 11	Havre	55 Broadway.
Rhein	July 11	Bremen	2 Bowling Green
Idaho	July 14	Liverpool	29 Broadway.
Scotia	July 15	Liverpool	1 Bowling Green
Silesia	July 16	Hamburg	61 Broadway.
Algeria	July 18	Liverpool	4 Bowling Green
Celtic	July 18	Liverpool	19 Broadway.
City of Brussels	July 18	Liverpool	15 Broadway.
Greece	July 18	Liverpool	69 Broadway.
Schiller	July 18	Hamburg	113 Broadway.
Wisconsin	July 21	Liverpool	29 Broadway.
China	July 22	Liverpool	1 Bowling Green
Adriatic	July 25	Liverpool	19 Broadway.
City of Chester	July 25	Liverpool	15 Broadway
The Queen	July 25	Liverpool	69 Broadway.
Ville de Paris	July 25	Havre	55 Broadway.
Goethe	July 28	Hamburg	113 Broadway.
Abyssinia	July 29	Liverpool	4 Bowling Green

Almanac for New York—This Day.

SUN AND MOON.			HIGH WATER.		
Sun rises	4 37		Gov. Island	eve	4 40
Sun sets	7 32		Sandy Hook	eve	3 55
Moon rises	morn	12 52	Hell Gate	eve	6 25

PORT OF NEW YORK, JULY 8, 1874.

CLEARED.

Steamship State of Virginia (Br), Sadler, Glasgow—Austin Baldwin & Co.

Steamship Hermann (Ger), Reichmann, Bremen—Oelrichs & Co.

Steamship Rotterdam (Dutch), Jansen, Rotterdam—Funch, Edye & Co.

Steamship City of San Antonio, Pennington, New Orleans—C H Mallory & Co.

Steamship Leo, Dearborn, Savannah—Murray, Ferris & Co.

Steamship South Carolina, Beckett, Charleston—J W Quintard & Co.

Steamship San Francisco, Miln, Boston.

Ship W J Lewis, Drury, Falmouth for orders—Bird, Perkins & Job.

Ship Ida Lily, Blanchard, Acapulco—Jas W Elwell & Co.

Bark Guiseppi Capano (Ital), Balquini, London—Slocovich & Co.

Bark Betti (Aus), Tomicich, Gloucester, E—A P Agresta.

Bark Candido (Ital), Cardone, Gloucester, E—Lauro, Storey & Co.

Bark Cecchino Danovaro (Ital), Lavorara, Cork or Falmouth—A P Agresta.

Bark Galtino E Bonsignore (Ital), Bonsignore, Cork or Falmouth—Slocovich & Co.

Bark Ilgonia (Aus), Bachich, Cork or Falmouth—Funch, Edye & Co.

Bark Giove (Ital), Schiaffino, Limerick—Slocovich & Co.

Bark Ariadne (Nor), Krefting, Cronstadt—Funch, Edye & Co.

Bark Johann (Ger), Havenkamp, Bremen—C Tobias & Co.

Bark Kong Carl (Nor), Beck, Antwerp—C Tobias & Co.

Bark Ezio (Aus), Zeck, Rotterdam—Slocovich & Co.

Brig Guiseppe (Ital), Bartolomeo, Gibraltar for orders—Sgobel & Day.

Brig Anna Mitchell (Br), Sanders, Pernambuco and Bahia—Snow & Burgess.

Brig Ich Dien (Br), Williams, Bahia via Richmond—Peniston & Co.

Brig Thomas Turull, Thompson, Port Spain—L W & P Armstrong.

Brig T H A Pitt (Br), Tewksbury, Hamilton—Jones & Lough.

Brig Terror (Br), Simpson, Harbor Briton, NF—Rowland & Aspinwall.

Brig Samuel Corpel (Br), Spurr, Bear River, NS—Heney & Parker.

Schr Edwin Janet (Br), Roberts, Harbor Island—Jos Enceas.

Schr Dreadnot (Br), Brown, Yarmouth, NS—C W Bertenux.

Schr Carrie A Bentley, Falkenberg, Savannah—Bentley, Gildersleeve & Co.

Schr Mary Mankin, Tyler, Port Royal, SC—Squire Bros.

Schr Dresden, Trafton, Machias—Wilson, Godfrey & Co.

Schr Vulcan, Coggins, Pembroke—C W Bertaux.

Schr Hero, Baker, Salem—R W Ropes & Co.

Schr Annie Freeman, Harris, Provincetown, Mass—I R Staples.

Schr Reindeer, Howard, Cold Spring—B J Wenberg.

Schr Henrietta, Treadwell, Bridgeport—S McSorley.

Steamer Philadelphia, Davis, Philadelphia—James Hand.

Steamer Mars, Grumley, Philadelphia—W Kirkpatrick.

ARRIVALS.

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

Steamship Hakon Adelstein (Nor), Bergh, London June 12, via Bergen 2d, with mdse and 365 passengers to Funch, Edye & Co. July 6, lat 41 30, lon 65 30, spoke bark Amalia Hedwig (Ger), from Hamburg for New York.

Steamship Silesia (Ger), Hehich, Hamburg June 24, via Havre 27th, with mdse and 433 passengers to Kunhardt & Co. Arrived at 9:30 AM. July 3, lat 44 51, lon 40 50, passed a Norwegian bark, bound east, showing signal letters HRBP; 6th, lat 41 46, lon 61 32, steamship Wildrington (Br), hence for Antwerp.

Steamship City of New York, Deaken, Havana July 4, with mdse and passengers to F Alexandre & Sons. July 7, lat 36 48, lon 74 38, passed a three-masted schooner, bound north, showing a white flag, with red letter D in it.

Steamship Morro Castle, Morton, Havana July 3, with mdse and passengers to W P Clyde & Co.

Steamship City of Galveston, Evans, New Orleans July 1 and Southwest Pass 2d, with mdse and passengers to C H Mallory & Co.

Steamship Regulator, Woods, Wilmington, NC, July 4, via Smithfield 5th, with mdse and passengers to Wm P Clyde & Co.

Steamship George W Elder, Lawrence, Norfolk, with mdse and passengers to the Old Dominion Steamship Co.

Ship Duc de Saxe (Belg), Roekaert, Antwerp 34 days, in ballast to J F Whitney & Co.

Bark Giovanna Z (Ital), Berlando, London 35 days, in ballast, to Slocovich & Co.

Bark Hedwig Sieb (Ger), Knaack, Gloucester 32 days, with salt to Funch, Edye & Co. June 24, on the Newfoundland Banks, passed several iceberg.

Bark Abraham Skalle (Nor), Gaegersen, Greenock 35 days, in ballast to Funch, Edye & Co. Is anchored at Sandy Hook for orders.

Bark Rugin (Nor), Stoerk, Havre 40 days, with mdse to order.

Bark Galathea (Nor), Steinson, Genoa 46 days, in ballast, to C Tobias & Co. Passed Gibraltar June 4.

Bark Tommaso (Ital), Incigneri, Cette 75 days, with wine, &c, to Chas F Schmidt & Peters; vessel to Funch, Edye & Co.

Bark Nomad, Townsend, Gloucester, Mass, 10 days, in ballast, to P Hanford.

Brig Swift (Nor), Hopp, Glasgow 42 days, in ballast to Tetens & Bockmann. Is anchored in Gravesend Bay for orders.

Brig Domenico (Aus), Manasteriach, Waterford 40 days, in ballast, to order.

Brig Pasqualina G (Aus), Marchino, Antwerp 32 days, in ballast, to Slocovich & Co.

Brig F I Merriman, Lecraw, St Jago via Delaware Breakwater 27 days, with sugar to Skiddy, Minford & Co; vessel to K A Robertson & Co.

Brig Manlius (of Nassau), Nichols, St Jago 19 days, with sugar to Moses Taylor & Co; vessel to Waydell & Co.

Brig Mattano, Robinson, Cabarien 11 days, with sugar to Knowlton & Co; vessel to Brett, Son & Co.

Brig Isis, Anderson, Sagua 10 days, with sugar to Grinnell, Minturn & Co; vessel to Luhr Bros.

Schr Isabel (of New London), Matthews, San Blas 20 days, with cocoanuts to Owen Brennan; vessel to Miller & Houghton.

Schr Ella Pressey, Pressey, Baracoa 9 days, with fruit to J Luhr & Co; vessel to B J Wenberg.

Schr Goodwill, Darling, Turgkan, Eleuthera 8 days, with pineapples to Joseph Enceas.

Schr Forest Home, Kemp, Pascagoula 20 days, with lumber to Dana Bros; vessel to H W Loud & Co.

Schr G T Williams, Newbury, Virginia.

Schr T G Benton, Miller, Virginia.

Schr D W Vanblan, Johnson, Virginia.

Schr Gen Torbitt, Durkin, Virginia.

Schr John Iway, Hazelton, Virginia.

Schr Alethea, Daily, Virginia.

Schr Julius Webb, Headley, Virginia.

Schr Mary & Elizabeth, Soper, Virginia.

Schr Glenwood, Allen, Virginia for Norwich.

Schr Baltimore, Quance, Baltimore for New Haven.

ASPINWALL, July 6—Arrived, steamship City of Panama, Lund, New York.

Sailed—Steamship Colon, Dow, New York.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Chesapeake, Jonnson, Portland for New York, with mdse and passengers.

Brig G P Sherwood, Peck, Cow Bay, CB, for New York, 10 days, with plaster to order.

Brig Wm H Mallory, Jr, Forsyth, Somerset for New York, in ballast, to master.

Schr J K Mundell, George's Banks for New York, with fish to Haley & Co.

Schr J W Fish, Rowley, Gardiner for New York.

Schr Globe, Mayo, Machias for New York, with lumber to Rowland & Shearer.

Schr Mary J Fisher, Middletown for New York.

Schr Surprise, Seaman, Providence for South Amboy.

Schr Silas Moore, Moore, New Haven for New York.

Schr Cornelius Johnson, Providence for Newburg.

Schr Witch Hazel, Springer, New Bedford for New York.

Schr Harriet Ryan, Robbins, New Bedford for New York.

Schr Mira A Pratt, Pratt, Chester for Philadelphia.

Schr C Heath, Brady, Boston for New York.

Schr Francis Coffin, Patterson, Calais for New York, with lumber to Chase, Talbot & Co.

Schr Eliza Hamilton, Hamilton, Providence for New York.

Schr Sarah Laverne, Smith, Portland for New York, with hay to order.

Schr Kioka, Cook, Jonesboro for New York, with lumber to Simpson, Clapp & Co.

Schr F G Warner, Nickerson, Haddam, Ct, for Philadelphia.

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

BOUND EAST.

Brig Leona (Br), Bishop, New York for Port Caledonia, CB.

Brig Matilda, Coombs, Port Johnson for Salem.

Schr S A Falconer, Wilson, Elizabethport for Providence.

Schr H S Billings, Billings, Hoboken for Plymouth.

Schr Selina, Brooks, Elizabethport for Lynn.

Schr Miranda, Pond, Newburg for New Haven.

Schr A C Noyes, Noyes, Elizabethport for Salem.

Schr Clara Sawyer, Ransom, Weehawken for Newburyport.

Schr Jas Barrett, Nelson, Philadelphia for Boston.

Schr Lamartine, Smith, Hoboken for Hog Island.

Schr J J Worthington, West, Philadelphia for Providence.

Schr Belle, Simpson, Hoboken for Providence.

Schr Glenwood, Hallock, Virginia for Norwalk.

Schr L S Barnes, Sturgen, Amboy for Boston.

Schr Union, Hatch, New York for Providence.

Schr Lizzie Mills, Armstrong, Elizabethport for Salem.

Schr Ada Herbert, Allen, New York for Fall River.

Schr D W Powell, Saunders, Elizabethport for Norwalk.

Schr Rappahannock, Brown, South Amboy for New Haven.

Schr Ellen S Russell, Johnson, Philadelphia for Providence.

Schr Sallie W Ponder, Rogers, New York for Taunton.

Schr Henrietta, Burdett, New York for Bridgeport.

Schr Eva Belle, Millard, Philadelphia for Boston.

Schr Eastern Belle, Allen, South Amboy for Bristol.

Schr Patron, Hubbard, New York for Glen Cove.

Schr Fred Hall, Smith, Hoboken for Wood's Hole.

Schr Lizzie, Latham, Weehawken for Boston.

Schr Alida, Allen, Elizabethport for Providence.

Schr J Hoffman, Shropshire, Trenton for New Haven.

Schr Mail, Merrill, Port Johnson for Hallowell.

Schr Grand Island, Miller, New York for Boston.

Schr Belle R Hull, Bush, Port Johnson for Providence.

Schr Jas Parker, Sr, Kelly, Philadelphia for Norwich.

Schr John Stockham, Hart, Elizabethport for Providence.

Schr Daniel Crowley, Crowley, Greenpoint for Bridgeport.

Schr Tunis Bodine, Baker, Hoboken for Providence.

Schr R A Forsythe, Robbins, New York for Stamford.

Schr Louisa Francis, Kelly, New York for New Bedford.

Schr Emily, Morrill, Newburg for Stamford.

SAILED.

Steamships Calabria (Br), for Liverpool; Lady Lycett (Br), Bristol; Assyria (Br), Glasgow; Hermann (Ger), Bremen; State of Virginia (Br), Glasgow; City of San Antonio, New Orleans; Leo, Savannah; South Carolina, Charleston; ships Oasis (Br), Liverpool; barks Alde Fatha (Ital), Cork; Havfruen (Nor), Antwerp; J Lawrence (Nor), Dunkirk; Flora (Nor), Newry; Olbers (Ger), Legnorn and Genoa; Ocean (Ger), Bremen; Syringa (Br), London; Com Dupont, Alicante, Palma and Majorca; Unione (Ital), Odessa; brigs Rachel (Ital), do; Carolina (Ital), Salonica; Blasino (Ital), Queenstown or Falmouth.

Maritime Miscellany.

The pursers of the steamships City of New York and Morro Castle, from Havana, have our thanks for favors.

STEAMSHIP ELLEN S TERRY, from Newbern, NC, for New York, before reported anchored off the Capes of the Delaware, was towed into Newcastle, Del, on the 8th inst, PM.

STEAMSHIP ORIENTAL, Hallett, of and from Boston 7th inst from Savannah, ran ashore same night, in a fog, on the East Chop, Wood's Hole, where she remained at 7 AM on the 8th. A later despatch says she was got off yesterday morning, all right, and anchored in Vineyard Haven.

BARK FELICITAS (Ger), Kuhl, from Wilmington, NC, for Stettin, with a cargo of 3230 bbls rosin, struck on the Rip, Cape Fear River, July 6, and filled with water. The vessel will be a total loss. The cargo will be saved. The F registers 268 tons, was built in 1864, and is owned in Stettin.

SCHR FANNIE HAZARD, Emmons, before reported foundered in Massachusetts Bay, sailed from Clinton Point, on the Hudson River, on the 29th ult, bound to Exeter, NH. On Sunday morning, at 3 o'clock AM, made Thatcher's Island Light. The wind changed suddenly from SE to NE, and the captain found he could not reach Portsmouth Harbor, the vessel began to labor so heavily, and in the act of putting the vessel before the wind the cargo shifted, carrying away the mainmast and foretopmast and breaking the mainboom. The pumps got choked and she became a complete wreck, with her ice rail deep in the water, leaking so badly, and the sand