CREEDMOOR.

The Fifteenth (Brooklyn) Battalion and Separate Troop (Brooklyn) Cavalry at Rifle Practice Yesterday.

The Fifteenth (Brooklyn) battalion, Fifth brigade, Second division N.G.S.N.Y., Captain Koch commanding, proceeded to Creedmoor yesterday for rifle practice. The corps arrived on the practice ground before ten o'clock, but did not commence firing until near eleven.

The battalion turned out 146 officers, non-commisioned officers and rank and file. Of that number 57 went back to the 500 yards range and 89 failed to qualify for this distance. The following statement shows how the men were divided among the several companies:

	200 Yards.	500 Yards.
Field and staff	6	4
Company A	34	26
Company D	27	3
Company E	18	2
Company F	34	3
Company K	27	19
Totals	146	57

The behavior of the battalion was good. But nothing can be said either in praise of the way in which the men handled their arms or their orderliness in firing. A number of them had no idea at all of getting into the position of a soldier about to discharge his piece or of the use of the sights with which it is furnished. Some of the men were noticed holding their pieces at arm's length, almost, and banging away in the direction of the target without taking what could be called an aim. On No. 9 target a squad of men got in a bunch before it and fired away, sometimes two or three, in rapid succession after one another, so that if the first of them had hit the target and the marker gone to record the shot this unfortunate might instantly have been killed. It was in this way that Barton was hit a few days ago. The officers, together with General Dakin, who was on the field in uniform, might have been more prompt than they were in putting a stop to these irregularities, as well as in preventing the men from using the range posts for resting their rifles on.

SCORE OF THE FIFTEENTH BATTALION.

Names.	Ranges, Yards.	Scores.				Totals.
Lieutenant Pape, Co. K	200	2	2	3	4	14
	500	0	2	3	3	10
Captain Degenkolb, Co. E	200	2	3	0	4	12
	500	0	0	3	0	11
Captain Koch, Co. K	200	2	3	2	3	12
	500	3	0	0	4	10
Lieut. Col. Neyenborg	200	3	2	2	0	9
	500	3	3	4	2	12
Private Ahlers, Co. A	200	3	4	3	4	17
	500	0	0	2	2	4
Lieutenant Kugeler, Co. A	200	3	2	3	3	15
	500	2	0	0	2	4
Qr. M. Sergeant Karun	200	0	3	3	2	16
	500	0	2	4	0	8
Private Kahl, Co. K	200	2	2	3	2	11
	500	0	3	0	0	3
Private Stirnwiss, Co. K	200	2	0	3	2	9
	500	0	0	4	2	6
Private Lakemann, Co. A	200	2	2	3	3	12
	500	3	2	0	0	5
Private Steffens, Co. A	200	2	2	3	2	11
	500	0	0	0	5	5
Private Golde, Co. K	200	0	2	2	4	8
	500	0	2	0	3	5
Captain Alsgood, Co. A	200	2	3	2	3	12
	500	2	0	0	2	4
Corporal Seebeck, Co. A	200	2	2	2	4	12
	500	4	0	0	0	4
Private Wendeburg, Co. A	200	3	2	3	2	12
	500	4	0	0	0	4
Private D. Seffens, Co. A	200	2	0	2	3	9
	500	2	2	0	2	6
Sergeant Zaunfeth, Co. A	200	3	0	2	4	9
	500	0	0	3	3	6
Private Fetten, Co. K	200	0	2	3	2	9
	500	0	2	0	2	6
Drummer Magen, Co. K	200	3	2	3	2	12
	500	0	0	2	0	2
Private Shumann, Co. K	200	2	2	3	3	10
	500	0	0	4	0	4
Sergeant Granson, Co. K	200	0	0	3	4	9
	500	0	2	0	2	4
Sergeant Oderwald, staff	200	0	2	2	3	9
	500	0	2	0	2	4
Private Kenck, Co. A	200	3	2	0	2	9
	500	2	0	0	2	4
Private Hopke, Co. A	200	0	2	3	2	9
	500	0	0	2	0	2
Sergeant Hohorst, Co. A	200	3	3	3	0	9
	500	2	0	0	2	4
Corporal Tamke, Co. A	200	2	3	2	2	11
	500	0	0	0	2	2

The aggregate score of the twelve best shots foots up to 232 points.

Although the Adjutant General's order specifies but two distances—500 and 700 yards—from which the troops are to fire, the first standing and the second lying down, still it must be concluded that this part of the order was intended for the infantry only and by no means for the cavalry, whose ranges of practice are altogether shorter than the other arm of the service. For this reason General Shaler very properly fixed the cavalry ranges last week at 100 and 300 yards respectively. But yesterday, whoever is responsible for it, the horsemen shot at no less than four different distances, that is, 100, 200, 500 and 300 yards. As might be expected, the men's carbines could not find the targets at 500 yards, and after ineffectual efforts to make a record at this distance, the troops had to go up to the 300 yards butts and finish their shooting. As the troopers must have shot far more than the regulation supply of ammunition, the question arises, where did it come from?

SCORE OF THE SEPARATE TROOP CAVALRY.

Names.	Range, Yards.	Scores.				Totals.
Private Heidt	100	2	4	3	4	15
	300	3	2	2	3	12
Captain Sandhusen	100	3	2	3	3	13
	300	3	3	3	3	14
Private Grane	100	2	4	3	3	15
	300	3	2	0	3	10
Sergeant Scheider	100	2	4	3	2	15
	300	3	2	2	2	9
Sergeant Pasberg	100	2	2	3	2	12
	300	0	2	3	4	9
Private Gottchalk	100	4	2	2	4	14
	300	0	0	2	3	7
Lieutenant Morhman	100	3	3	3	2	14
	300	0	2	2	3	7
Private Niebor, Sr.	100	2	3	3	2	15
	300	3	0	3	0	8
Private Waechter	100	2	3	3	3	13
	300	2	0	2	0	8
Private Genken	100	3	2	3	3	14
	300	0	2	2	0	6
Private Hadderson	100	2	2	2	4	12
	300	0	0	2	3	5
Private Lakeman	100	2	2	2	3	12
	300	3	2	3	0	8
Corporal Tepe	100	2	4	3	3	14
	300	0	2	0	3	5
Corporal Weber	100	2	3	3	2	12
	300	2	3	0	2	7
Color Sergeant Hoffman	100	4	2	5	2	11
	300	2	3	0	2	7
Private Blohm	100	2	2	3	3	12
	300	0	2	2	2	6
Corporal Claus	100	0	3	3	3	10
	300	0	3	2	0	5
Private Wisbahr	100	2	2	2	3	12
	300	0	0	3	0	3
Private Stilte	100	3	2	2	3	12
	300	0	0	3	0	3
Private Rictor	100	2	2	3	2	11
	300	0	3	0	2	5
Private Denkee	100	2	0	2	3	9
	300	2	2	2	2	8
Q. M. Sergeant Van Thun	100	2	2	3	2	12
	300	0	0	2	3	5

The separate troop was under the command of Captain Sandhusen. It turned out four officers and sixty-seven non-commissioned officers and troopers, of whom thirty-seven went back to the 300 hundred yards range. The aggregate number of the twelve best scores amounts to 267 points.

NEW HAVEN SCHUETZEN PARK.

The Opening Festivities—Grand Gala Day Among the Germans—Description of the Grounds—The Programme of the Shooting.

NEW HAVEN, Conn., August 3, 1874.

The opening festivities of the new Schuetzen Park, which have been looked forward to with lively anticipations by our German citizens, took place to-day in the presence of a vast throng. The weather has been charming, the showers of last evening cooling the air and laying the dust. The grounds, which are owned by the German Independent Rifle Company, are situated just over the city line, near East Rock, between the horse and steam railroads, and comprise about seven acres. The company is composed of about 120 members, among whom are some prominent Americans. The property is held by twelve trustees, who are:—Captain John Miller, First Lieutenant F. Doerschuck, Second Lieutenant J. Gilch, Quartermaster Baron Von Schiegel, Fred. Ploeger, Charles Volkman, Frank Thresing, Charles Gerner, Louis Tuit, William Englehardt, Frederick Bucholz, Jacob Phleghar, Charles Schneider. The first four are officers of the company, the Baron's position being honorary. Under the direction of these gentlemen

A RIFLE RANGE

300 feet long has been measured off, and at one end has been built a solid brick wall, four feet thick at its foundation and sixteen inches at the top. The wall is 21 feet high, 57½ feet long and contains eight thirty-inch targets. The tellers are sheltered by a massive breastwork of earth. At the opposite end of the range stands a handsome gallery for the marksmen, built at a cost of about $1,000. Near the carriage entrance is the most conspicuous feature of the grounds, the pavilion, which is 320 feet in circumference. It is provided with a band stand and cost over $3,000.

THE GROUNDS

are well wooded, chestnut, maple, hickory and other trees abounding. A fence surrounding the park contains 20,000 feet of lumber, and the grading of the grounds cost $1,000. The total cost of the grounds and improvements, including purchase of land, reaches nearly $20,000, and they form the most accessible, convenient and delightful place of resort in New England. The grounds were inspected recently by Governor Ingersoll, ex-Governor English and others. They pronounced them perfect.

THE CEREMONIES.

Towards this beautiful spot the city and visiting organizations turned their steps this morning in the following order:—Platoon of police; Streit's Band, sixteen pieces; the City Guard, with their drum corps, thirty-eight men; Emmet Guard, thirty men; Weisburg's Band, fifteen men; Independent Rifle Company, New Haven Schützenbund, twenty-five men, and a detachment of the Bakers' Union. The Bridgeport Shooting Society were in line, as were also organizations from Meriden and other places. The procession passed through many streets and presented a fine appearance. When the grounds were reached the procession passed in at the main entrance, over which was an arch, with the words

INDEPENDENT RIFLE COMPANY,
W. T. A. S.
WELCOME TO ALL SHOOTERS.

The grand pavilion was decorated with flags, and though ample for ordinary occasions, was inadequate for the requirements of the throng which sought places under it to-day.

An address in German was delivered by Captain Miller, who welcomed them in an appropriate and eloquent speech. The organizations then dispersed to their quarters. Shooting began promptly at one o'clock. It continued without intermission during the afternoon. Much good marksmanship was displayed. The prizes will be awarded to-morrow evening.

THE SHOOTING TO-DAY

has been in the following order, which will be observed during the days to follow:—

Targets A and B—ring targets:—Prizes to the value of $150 will be shot for. Only one list of the prizes for the two targets, which are three feet in diameter, with a centre of ten inches. The one making the largest number of points on one ticket to take first prize. When there is a tie the next shot. No shooter may obtain more than one prize.

Targets C and D—man targets:—These targets are divided into four points. For every thirty points shot a silver dollar will be paid.

Targets E and F—centre targets:—The centre on these targets is three inches and the false centre ten inches in diameter.

A special prize of $5 will be given to the one shooting the greatest number of centres during the two days.

An "immense dancing" pavilion has been erected and festivities will be kept up during the evening.

JERSEY PROGRESS.

Institutions for the Care of the Deaf, Dumb, Blind and Feeble Minded To Be Erected—Interesting Statistics.

The Commissioners appointed in pursuance of an act of the Legislature of New Jersey to provide suitable sites for the erection thereon of buildings for the care of the deaf and dumb, the blind and feeble minded of the State, have just advertised for proposals for the same, as follows:—A site containing not less than twenty acres for the deaf and dumb; one containing not less than five acres for the blind, and one containing not less than fifty acres for the feeble minded. All the sites must be remote from malarial influences, and capable of complete drainage, and of securing thereon an abundant supply of sweet, soft water. The proposals must state the lowest price per acre it will be furnished to the State, giving to the State an option to purchase it at the price named at any time before the 1st of April, 1875. All proposals must be directed to the Chairman, C. D. Deshler, New Brunswick, N. J.

In relation to this latest example of the progress of the age in New Jersey the following information will be found interesting:—

On the 23d of April, 1873, Governor Parker, of New Jersey, in accordance with a legislative act approved on March 11, of the same year, appointed Messrs. Charles D. Deshler, Jeremiah Baker, William S. Yard, Charles D. Hendrickson, Ralph B. Gowdy and Eldridge Mix as Commissioners to examine into the condition and ascertain the number of the deaf and dumb, blind and feeble minded persons, inhabitants of the State, and also to report as to the feasibility of building an asylum or asylums for such persons. The summer following these commissioners submitted a report setting forth in detail the condition and number of the unfortunates alluded to, from which is gleaned the following important statistics:—

The whole number of deaf and dumb persons is not less than 500, that of the blind not less than 600, and that of the feeble minded exceeds 1,000.

To provide asylums for the care and custody of their whole number, without regard to age or capability for improvement, the estimated cost of the grounds and buildings would be as follows:—

For 500 deaf and dumb	$800,000
For 600 blind	600,000
For 1,000 feeble minded	800,000

The Commissioners believe that the more effective plan to be pursued would be to provide for those only who are within the educable ages, and estimate the cost for institutions for this class of persons to be as follows:—

For the deaf and dumb	$160,000
For the blind	200,000
For the feeble minded	240,000

The report further states that the cost of each could be reduced below the sums stated by reducing the quantity of the grounds attached and the quality of the buildings and equipments; but the Commissioners consider it a settled fact, that with the exercise of the utmost frugality and even parsimony it will not be possible to provide institutions of an inferior grade even, adequate for the care of the unfortunates for less than $500 per pupil or a total of $350,000. From a comparison with data furnished from other States, it is believed that the cost of maintenance would not exceed $250 per capita for first class institutions. On the supposition that the whole number within educable ages availed themselves of the benefit of the proposed institutions the cost then would be for:—

167 deaf and dumb	$41,750
200 blind	50,000
535 feeble minded	83,250

or a total of $175,000 for 700 defectives, being $138,400 more than the State is now paying yearly for the care of 121 in the institutions of other States. It is not probable, however, that for years to come more than one-half of the educable defectives can be gathered into the institutions when provided; in which event the annual cost of their education and maintenance will not exceed $87,500 for 350 beneficiaries, against $36,600 now expended for 121.

THE INLAND SEA IN ALGERIA.

At the last sitting of the Academy of Sciences in Paris, M. de Lesseps stated that Captain Roudaire, who had lately sent in a communication to the Academy of Sciences on the formation of an inland sea in Algeria, had returned to Paris in consequence of a mission intrusted to him in the provinces, and that he thanked the Academy for the interest it had evinced in the matter. M. de Lesseps added that on the war budget being presented a sum of 25,000 francs would be applied for to cover the expenses of the definite survey of the basin formerly called Lake Triton, south of Algeria. The engineers intrusted with the operation of cutting through the isthmus of Gabes will then start from Biscara, with the aid, not only of the Governor General of Algeria, but also of the Bey of Tunis, equally interested in the success of the enterprise, and to whom, moreover, belongs the ground through which the canal is to be cut. The Prime Minister of the Bey of Tunis, General Kerredine, is strongly in favor of the plan, which will be equally profitable to Tunis as it is to Algeria, both countries having an equal share of coast of the new sea.

So far M. de Lessep's statement; but at the very same sitting a paper was received from M. Ch. Houvvet which, at the first blush at least, seems very likely to dash the hopes of the enterprising projectors. The writer coolly observes that the Mediterranean may of course be tapped as they propose, and an immense inland sea formed, but that a vast surface of evaporation will thus be exposed to the sun's rays, and that as the loss of water by this action can only be replaced by the sea through the canal, the end of the whole operation will be the formation of a thick crust of salt at the bottom, whereby all navigation will be stopped in a short time, and millions will have been spent to create a gigantic salt pit and nothing more!

SERIOUS ACCIDENT.

Charles Anderson, a lad ten years of age, fell from the roof of a three-story house yesterday afternoon and sustained a compound fracture of his left thigh.

WHERE IS THE OWNER?

Mr. John W. Hopkins, of 143d street, near the Boulevard, yesterday morning found a hat and a mixed gray coat, containing a pocketbook and a memorandum, on the bank of the Hudson, near 142d street. He took them to the Thirty-second precinct station house. It is supposed that the owner of the articles committed suicide by drowning.

ARCHÆOLOGY IN RUSSIA.

The *Eastern Budget* states that the third Russian Archæological Congress is to meet at Kieff on the 14th of August, and will sit about three weeks. The first was held at Moscow in 1868, the second at St. Petersburg in 1871, and Kieff, on account of its important historical monuments, has been worthily chosen as the seat of the third. An exhibition of Russian and Slavonic antiquities is to be open during the period of the Congress, and it will probably be an extensive one, as many learned bodies have promised to send objects for the exhibition. Several pre-historic funeral mounds (*kurhany*) in the neighborhood of Kieff will be opened, and excursions along the banks of the Dnieper are being organized. The Congress is to be divided into eight sections, as follows:—1. Pre-historic antiquities. 2. Slavonic history, geography and ethnology. 3. Russian art and industry. 4. Social and domestic life of the Russians and other Slavs. 5. Religion. 6. Russian and Slavonic literature. 7. Classical, Byzantine and West european antiquities. 8. Eastern antiquities.

THE CHEESE MARKET.

UTICA, N. Y., August 3, 1874.

Nine thousand boxes of cheese were sold here to-day. The extreme price was 13⅝c.; leading factories sold at 13c.; average price of fall sales, 12⅝c. At Little Falls 8,000 boxes were sold at 12½c. a 13⅛c., the most sales being at 13c.

ACCIDENT ON THE FLUSHING AND NORTH-SIDE RAILROAD.

As the five minutes to five P. M. train, on the Flushing and Northside Railroad, was passing the crossing at Woodside it struck a coach containing a party returning from a funeral at Calvary, killing the driver and fatally injuring others of the party. The facts of the case are substantially these:—Mrs. Curby, of Harlem, with her husband and two children, buried one of their children at Calvary yesterday. After the burial some misunderstanding arose concerning the deeds of burial, when Mr. Curby notified his wife that he would remain and settle the difficulty. He placed his wife and children in the carriage of a friend and sent them to their home. As the driver was about to cross the crossing at Woodside a gentleman on the opposite side of the track warned him of the danger. At the same time the engineer blew his whistle for danger. He heeded neither, but drove madly on. As the two front legs of the horse crossed the track the engine struck the horse, killing it instantly and hurling the occupants of the coach to different parts of the road. The driver was terribly mangled and lived but a short time after. Mrs. Curby received a severe cut and internal injuries, which will prove fatal. The scalp of one of the children's head was almost completely torn off. All the parties reside in 109th street, Harlem. The driver was employed by P. Slavin, of Thirteenth street, between Second and Third avenues. They were all kindly cared for by the officials of the road.

A MAN DROWNED.

About ten o'clock yesterday morning the body of an unknown man was found in the East River at the foot of North Ninth street, Brooklyn. It was very much decomposed, was about five feet eight inches in height and clad in dark clothes.

SUICIDE OF A DRY GOODS MERCHANT.

The body of Andrew B. Smith, a drygoods merchant of 425 Grand street, Brooklyn, who left his house during a fit of melancholy on Wednesday last, was found in the waters of Gowanus Bay at the foot of Twenty-sixth street, yesterday morning.

SHIPPING NEWS.

OCEAN STEAMSHIPS.

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

Steamer.	Sails.	Destination.	Office.
Wyoming	Aug. 4.	Liverpool.	29 Broadway.
Russia	Aug. 5.	Liverpool.	4 Bowling Green
Australia	Aug. 5.	Glasgow	7 Bowling Green
Donau	Aug. 5.	Bremen	2 Bowling Green
State of Nevada	Aug. 5.	Glasgow	72 Broadway.
Thuringia	Aug. 5.	Hamburg	61 Broadway.
China	Aug. 8.	Liverpool	4 Bowling Green
City of Paris	Aug. 8.	Liverpool	15 Broadway.
Baltic	Aug. 8.	Liverpool	19 Broadway.
Italy	Aug. 8.	Liverpool	69 Broadway.
Bolivia	Aug. 8.	Glasgow	7 Bowling Green.
Lafayette	Aug. 11.	Havre	55 Broadway.
Lessing	Aug. 11.	Hamburg	113 Broadway.
Calabria	Aug. 12.	Liverpool	4 Bowling Green
State of Virginia	Aug. 12.	Glasgow	72 Broadway.
Italia	Aug. 12.	Glasgow	7 Bowling Green
Westphalia	Aug. 13.	Hamburg	61 Broadway.
City of Montreal	Aug. 15.	Liverpool	15 Broadway.
Britannic	Aug. 15.	Liverpool	19 Broadway
Elysia	Aug. 15.	Glasgow	7 Bowling Green
Herder	Aug. 25.	Hamburg	113 Broadway.

Almanac for New York—This Day.

SUN AND MOON.			HIGH WATER.		
Sun rises	4 59		Gov. Island	eve	1 14
Sun sets	7 12		Sandy Hook	eve	12 29
Moon rises	eve 10 53		Hell Gate	eve	2 59

PORT OF NEW YORK, AUG. 3, 1874.

CLEARED.

Steamship Lord Clive (Br), Urquhart, Liverpool—Snow & Burgess.
Steamship Franconia, Bragg, Portland—J E Ames.
Ship Mystic Belle, Plum, Anjier for orders—Nesmith & Son.
Bark Kestrel (Br), Faulkner, Cork for orders—H J De Wolf & Co.
Bark Mattie (Ital), Lauro, Trieste—Funch, Edye & Co.
Bark Viator (Nor), Eeg, Odessa—Tetens & Bockmann.
Bark Nil Desperandum (Br), Eastaway, Richmond—G F Bailey.
Brig Guido (Ital), Calcagno, Lynn, E—Slocovich & Co.
Brig G P Sherwood (Br), Peck, Morgan Pill—P I Nevius & Son.
Brig Maria D (Ital), Simonich, Cork for orders—Funch, Edye & Co.
Brig Æolus (Br), Steen, Gothenburg—W Cunningham & Sons.
Brig Etna (Br), McKinnon, Antwerp—Bird, Perkins & Job.
Brig Excelsior (Br), Mavor, Bermuda—Duncan Mc Coll.
Brig Lavinia (Br), Phelan, St Johns, NF—Jas W Elwell & Co.
Brig Julia Blake (Br), Knowlton, St Johns, NF—J F Whitney & Co.
Schr Eothen, Brandtberg, Aux Cayes—Youngs, Smith & Co.
Schr Maggie Powers, Harris, Wellfleet—B J Wenberg.
Schr H M Ridgely, Anderson, Black Rock, Ct.
Steamer Beverly, Pierce, Philadelphia—James Rand.

ARRIVALS.

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

Steamship City of Paris (Br), Tibbits, Liverpool July 23 and Queenstown 24th, with mdse and 200 passengers, to John G Dale. July 25, 162 miles W of Fastnet, passed an Anchor line steamer, bound W; 29th, lat 45 06, lon 43 11, steamer Italy, from Liverpool for New York; Aug 1, 590 miles E of Sandy Hook, bark Helios (Ger), from Pillau for New York; 2d, 10:40 AM, steamer Republic, hence for Liverpool.
Steamship Humboldt (Ger), Blanck, Stettin, July 9, via Antwerp, 17th, with mdse and 222 passengers, to Charles Rammelsberg & Co. 21st, Miss Ross (of Boston) died (she came on board in Antwerp in a helpless condition); 24th, lat 48 50, lon 25 10, spoke bark Clara (Ger), from Hamburg for New York; 27th, lat 46 35, lon 43 11, signalized a Norwegian bark steering west, showing signal with letters H G M P in it.
Steamship Manhattan, Woodhull, Charleston Aug 1, with mdse and passengers to James W Quintard & Co. Aug 2, 5 PM, 99 miles N of Hatteras, saw steamship Champion, from New York for Charleston.
Ship Anne M Small (of Mystic), Packer, London 44 days, in ballast to C H Mallory & Co. July 18, lat 42 30, lon 48 10, passed a number of icebergs.
Bark Bertha Rod (Nor), Andersen, Westport, 38 days in ballast, to master.
Bark Urano (Aus), Cosulich, Belfast 47 days, in ballast to Funch, Edye & Co.
Bark Marie (Aus), Camus, Glasgow 46 days, with coal to order. July 24, lat 28 46, lon 64 16, spoke brig Armida (Ital), steering W.
Bark Giovanni D (Aust), Dulcich, Sligo 34 days, in ballast to Slocovich & Co.
Bark Colonist (Nor), Nordby, Bremen 39 days, in ballast to Funch, Edye & Co. Is anchored at Sandy Hook for orders.
Bark America (Ger), Koner, Bremen 45 days, with mdse to E Unkart & Co. July 17, midnight, lat 45, lon 50, during a dense fog, collided with an unknown bark, bound S, and carried away bowsprit, cutwater and stem, started woodends and sprung foremast; the other vessel lost her mainmast; lat 46, lon 46, passed a number of icebergs.
Bark Emma (Ital), Borzone, Antwerp, 32 days, in ballast, to master.
Bark Volturno (Ital), Savarese, Leghorn, 61 days, with mdse, to Alpheus Hardy & Co. Passed Gibraltar June 16.
Bark Trafalgar (of Sunderland), Smith, Rio Janeiro, 48 days, with coffee, to L E Amsinck & Co; vessel to G F Bailey.
Bark Rebecca Carusna, Johnson, Matanzas 11 days, with sugar to Youngs, Smith & Co; vessel to Waydell & Co.
Bark Hebe (of Greenock), Taylor, Cow Bay 14 days, with coal to Bird, Perkins & Job; vessel to Hewlett & Torrance.
Bark Syra (of Pembroke), Corning, Port Caledonia 14 days, with coal to Bird, Perkins & Job; vessel to Brett, Son & Co. July 29, lat 41 15, lon 67 30, spoke brig Redowa, from Cow Bay for New York.
Brig Nuova Providenza (Ital), Manganaro, Naples 47 days, with mdse to Toele, Rose & Co; vessel to Funch, Edye & Co. Passed Gibraltar July 1.
Brig Guisborough (Br), Enos, Milk River, Ja, 29 days, with sugar and logwood to J Leaycraft & Co; vessel to B F Metcalf & Co.
Brig Zuleika, Walsh, Sagua, 11 days, with sugar and molasses to Benjamin Rionda; vessel to D R DeWolf & Co.
Schr Sunbeam, Tibbits, Canary Islands 28 days, with cochenial, &c, to Yates & Porterfield.
Schr Jennie Middleton (of Camden, NJ), Jenkins, Campeachy 25 days, with wood, &c, to M Echeverria & Co; vessel to Evans, Ball & Co.
Schr Henry White (of Bucksport), Hopkins, Jacksonville 10 days, with lumber to Drew & Buck; vessel to Miller & Houghton.
Schr S P Hall (of Bucksport), Chipman, St Marys, Ga, 8 days, with lumber to W J Ross; vessel to R P Buck & Co.
Schr John, Gabriel, Wilmington, NC, 6 days, with naval stores to E S Powell.
Schr J & D Cramer, Mathews, Virginia.
Schr C H Mallison, Pearce, Virginia.
Schr W H Rulan, Wooley, Virginia.
Schr Adeliza, Loveland, Virginia.
Schr A E Adams, Furnell, Virginia.
Schr Napoleon, Lyman, Virginia.
Schr S J Hoyt, Cranmer, Virginia.
Schr Lizzie, Scull, Virginia.
Schr S E Jayne, Hanlan, Virginia.
Schr Julia Webb, Headley, Virginia.
Schr Francis French, Throckmorton, Virginia.
Schr Maria & Elizabeth, Soper, Virginia.
Schr Joseph & Franklin, Randolph, Virginia.
Schr Two Mary's, Crowley, Virginia.
Schr R F Stockton, Soper, Virginia.
Schr B Oliphant, Trunk, Virginia.
Schr Henrietta, Matthews, Virginia.
Schr D W Vaughn, Johnson, Virginia.
Schr Quickstep, Hutchinson, Georgetown, DC.
Schr Starlight, Jones, Baltimore.
Schr E A Bartle, Smith, Gardner, Me, 5 days, with ice to master.
Schr Dick Williams, Dorsen, Gardner, Me, 8 days with ice to master.

Passed Through Hell Gate.

BOUND SOUTH.

Brig Alice M Putnam, Rogers, Cape Breton for New York, 15 days, with coal to Swaine & Co; vessel to S O Lord.
Brig Reporter, Ryder, Bangor for New York, with lumber to order.
Brig Matilda Moody, Salem for Port Johnson.
Schr Curtis Goodwin, Jones, Norwalk for Trenton.
Schr Frances Ellen, Cousins, Two Rivers, NS, for New York 16 days, with spiling to Jed Frye & Co.
Schr Ella M Pennell, Thompson, Musquash, NB, for New York 8 days, with spiling to Jas Murray.
Schr White Star (Br), Reynard, St John, NB, for New York 12 days, with spiling to Henry & Parker.
Schr Liberty, Johnson, Norwich for New York.
Schr Endure, Kinnear, Woods Hole for New York.
Schr Tannhauser, Grover, Bath for New York.
Schr J H Youmans, Smith, Providence for Elizabethport.
Schr Hattie Perry, Hayes, New Bedford for New York.
Schr S M Tyler, Hart, Providence for Hoboken.
Schr Imogene Diverty, Stevens, Providence for New York.
Schr Ideal, Pearce, Kennebec River for New York, with ice to order.
Schr G W Baldwin, Horton, Rockland for New York, with lime to J R Brown.
Schr L Anderson, Crawford, Norwalk for Amboy.
Schr J Clark, Sortlurup, Providence for New York.
Schr Alton T Miner, Cook, Providence for New York.
Schr N Shaler, Hodges, Connecticut River for New York.
Schr Burmah, Winslow, Providence for New York.
Schr Nightingale, Young, New Bedford for New York.
Schr F G Russell, Graham, Portland for New York, with building stone to order.
Schr F L Rogers, Beebe, Northport for New York.
Schr W W Downing, Johnson, Stamford for New York.
Schr Baltimore, Hanley, Bridgeport for Elizabethport.
Schr Dart, Williams, Stamford for New York.

BOUND EAST.

Steamship City of New Bedford, New York for New Bedford.
Steamship Franconia, Bragg, New York for Portland.
Schr J & H Crowley, Crowley, Port Johnson for Portsmouth.
Schr Sallie W Ponder, Smith, New York for Taunton.
Schr Jas Diverty, Carroll, Elizabethport for Newport.
Schr Pioneer, Lothrop, Hoboken for Boston.
Schr Julia A Brown, Nickerson, Hoboken for Boston.
Schr Geo P Trigg, Lunnekin, New York for Providence.
Schr Willard Saulsbury, New York for Providence.
Schr Ney, Chase, New York for Providence.
Schr Jas H Hoyt, Lyons, Baltimore for New Haven.
Schr Jos Marsh, Rondout for Fall River.
Schr Ida L Howard, Mozier, New York for Salem.
Schr Amelia, Crosby, New York for Providence.
Schr John Crockford, Hart, Amboy for Providence.
Schr Ann T Sipple, Ellis, Elizabethport for New Bedford.
Schr Ann Eliza, Caswell, Newburg for Providence.
Schr Hickman, Tallman, Woodbridge for Boston.
Schr R H Wilson, Harris, Rondout for Providence.
Schr A G Hazard, Putnam, Rondout for Providence.
Schr H A Deming, Roberts, Amboy for Newport.
Schr C Temple, Mackay, New York for New London.
Schr David G Floyd, Clifford, Amboy for Boston.
Schr S J Gurney, Gurney, Rondout for Providence.
Schr M M Brainard, Gunn, Tottenville for Portland.
Schr Orion, Osborn, Port Johnson for Boston.
Steamer Electra, Young, New York for Providence.

SAILED.

Barks Anna Dorothea (Ger), Hamburg; Tommas (Ital), Leghorn; Galathea (Nor), Cork or Falmouth; Orsete (Ital), Beyrout and Alexandria; Amelia & Hedwig (Ger), Stettin; Hedwig Siebe (Ger), do; Albert Neumann Berlin (Ger), Bremen; brig Renshaw, Guantanamo.
Wind at sunset N, fresh.

Maritime Miscellany.

BARK METIS, Kent, from Adelaide, NZ, for Batavia, in ballast, is stated per cable despatch, dated Batavia, July 31, to have touched the ground while in charge of a pilot when entering the harbor of Batavia. She will have to strip and repair.

BARK CASSA MARITTIMA (Ital), Olivari, from New York for Queenstown, which put into Bermuda April 20 in distress, resumed her voyage July 18, having repaired.

BARK BANQUEREAU (Br), Purdy, from Port Royal, SC, for London, which put into Bermuda May 3 in distress, sailed for her destination July 19.

BRIG MAUD (Br), McIsaacs, from Wilmington, NC, for Liverpool (before reported), put into Bermuda July 26 (not 27th), leaking badly, having experienced heavy gales.

SCHR VASHTI GATES, Holmes, from Weehawken, with coal, for Newburyport, while passing through Hell Gate on the 2d ran ashore on Hallett's Point and started sternpost, causing her to leak badly. She was towed off at high water and taken to City Islands to go on the dock for repairs.

Freights are represented by captains recently arrived to be very dull in Great Britain and on the Continent, hundreds of vessels lying idle.

WILMINGTON, Del, Aug 3—The new iron steamship Hudson, 2,000 tons, of the Cromwell line (New York and New Orleans), left here to-day at 3 P. M. for New York.

LAUNCHED—At Bermuda, July 23, from the shipbuilding yard of J J Outerbridge, a schooner of about 100 tons, named the Racer. She is owned by Messrs S S Ingham & Co, and is to be commanded by Capt Barnett.

SHIPBUILDING—At Greenpoint, Mr Samuel H Pine is busy rebuilding the Mediator for the Lorillard Steamship Company, burnt some time since at Philadelphia. He is also constructing a fine pilot boat for Mr Connolly of Sandy Hook. Mr Erastus Young is building an immense vessel for Mr Goodwin, of New York; Mr Henry Steers is building a propeller for the Pacific Mail Steamship Company, to be used as a harbor steamer at San Francisco, and Messrs John Englis & Son are constructing a large steamer for Messrs F Alexandre & Sons.

Notice to Mariners.

Capt Olde, of schr Sarah Cole, at this port from Tuxpan, reports that a freshet had washed the bar at Tuxpan so as to give 9½ feet of water, the bar bearing ENE from the mouth of the river.
Galveston, July 28.

NEW LIGHT AT ISLE OF DOGS.

Reckoning from the 1st of Aug, 1874, a light will be shown upon the southwest point of the Isle of Dogs (de Pile aux Chiens, St Pierre and Miquelon), at the place called Pointe a Leconte