WASHINGTON.

DILEMMA OF THE REPUBLICAN DEMAGOGUES.

THE FINANCIAL BUGBEAR.

PACIFIC MAIL LOBBY EXPOSURES AT HAND.

RIGHT OF SUFFRAGE IN THE DISTRICT OF COLUMBIA.

FROM OUR SPECIAL CORRESPONDENT.

WASHINGTON, Dec. 17, 1874.

THE REPUBLICAN DILEMMA—HINTS AND POSSIBILITIES.

When Congress met the republicans found each other in a very dolorous state of mind. They were a party beaten at the elections and without leaders; an administration party without confidence in the administration; a party divided upon the most important and pressing questions, with factions apparently ready to mutiny against the first attempt at control, and with an administration by no means a unit on some vital questions, and neither administration nor party prepared to contrive or to support a policy.

Nor did the means of a closer union seem attainable. In the first place, though the President is upon reasonably good terms with most of the members of his party, it is felt that he likes to have his own way; that he does not heed good advice if it conflicts with the wishes of his personal friends, and that unfortunately it does often so conflict; that under these circumstances the President is sometimes a little bored with his political adherents, and that these are made to feel that they are, so to speak, not in the same boat with him—or, more precisely, that he does not think himself to be in the same boat with them.

Next, it is said here by republicans that, though he has some able men in his Cabinet, General Grant has in some way deprived them of their initiative." The Cabinet are, like his military family during the war, his subordinates. He does not expect to be moved by their advice. He looks to them to attend each to his own portfolio, and in considering the general political future they have but little influence over his judgment. He even approves in his Message the suggestions of this or the other Secretary, and thus separates himself from the Minister. It is as though he indorsed a Treasury report over to Congress, in military style, "approved and respectfully recommended for action."

This view is probably correct, but it results that the administration does not stand before the country as one man, but as a more or less heterogeneous collection. But to save themselves from a fatal and final overthrow the republicans need to be firmly united; and, indeed, they need the help of all whom they can win back from the liberal republican side. This is felt so strongly that one of the Washington journals has been for some days crying out to Speaker Blaine to come down out of his chair and take command. It is a pretty compliment to the Speaker, who, indeed, appears to be the only man capable of leadership that the party has, and, no doubt, he is considering his best course. Meantime others of the leading men appear still to imagine that investigating jobs may save the party, forgetting that if there are jobs to be exposed they will dirty only the republicans, and that, after all, the party is in disgrace, not for jobbery—or, at least, not for Congressional jobbery—but for inefficiency.

The indictment against the republicans reads that they have not yet, ten years after the close of the war, quieted the Southern States nor put the currency on a sound basis. To these charges they plead—first, that the South will not be quiet, and, second, that the people are not of one mind on the currency question.

But this is to plead the baby act. It is rightly answered that a party in power has duties and responsibilities, and that a party which has so long had so great a majority cannot evade these. If one party in the State confesses that the difficulty of governing is too great the people will have to try another.

If the republicans are to regain the confidence and support of the country they must first of all cast loose from the South. The Southern States must be permitted like the Northern to rule themselves on all local affairs. The war has been a thing of the past nearly ten years; why should the federal administration make any difference between Louisiana and Pennsylvania or Arkansas and New York? "But in that case we shall lose the whole South. If we take our hands off the democrats will cajole or coerce the negroes, and make the whole South democratic." This is the reply of the average republican when such a suggestion is made to him. That is to say, he cannot bear to lose the negro vote. But if he were a wise man he would see that it is better to carry the North than the South; that if the condition of affairs in the South is as bad as the average republican asserts, to leave the Southern States to themselves would be to put a very grave responsibility upon the democrats there, and, perhaps, to so alarm the North that in two years it would throw a solid vote for the republicans, out of fear of what might happen, or of resentment for what had meantime happened under unobstructed democratic rule in the Southern States. At present the people justly hold the republican leaders responsible for the disorders in the South; but if these should abandon all interference they would throw a very grave and embarrassing responsibility upon the Southern democrats. No doubt at the next election the democrats would carry at least fourteen out of the sixteen Southern States; but meantime, unless they were extraordinarily successful in re-establishing order and restraining the violent, ignorant whites, they would run the risk of uniting the Northern States almost solidly against the democratic party.

But it seems, for the present at least, that on this point the state of the average republican mind is hopeless, and on this rock the party is likely to founder. A measure of currency reform will be agreed upon before long, and it is now probable that the party will support it as a unit. The only doubtful point about it is that several Senators are said to have the preparation of this measure in charge, and what they produce may be so ingeniously calculated to please all views as to be worthless.

The prospects of the republicans just now are therefore not brilliant. If they should determine on a sound policy it is not certain yet if they could get for it the strong and determined administration support which would bring up laggards and make the party a unit.

Meantime the democrats look on with more or less indifference, and with too much. They are not responsible in Congress; but they seem to forget that in the country they might and ought to do some things to strengthen themselves. If the President should presently call to him Senator Schurz, Senator Fenton and a few other prominent leaders of the liberals, and persuade them to accept important places in the administration, the democrats would see that they had lost an opportunity. But what is to hinder him from doing this? Certainly it would be a fine stroke of policy, and certainly there are men in his Cabinet who, if he asked them, would advise him to do it. It must be added, also, that certainly nobody expects him to do it.

THE LOOKED-FOR PARTISAN FINANCIAL MEASURE—THE REPUBLICANS LACKING A POLICY.

While the two Houses busy themselves about details of legislation which interest but a few persons, though they are of importance, committees and caucuses are quietly striving to prepare what shall, after the Christmas holidays, be produced as a policy for the republican party. This quiet and silent work, in which republican leaders are uniting, promises more and more to be successful. There was a rumor to-day that the seven Senators who are considering a financial policy had come to an agreement, but they have not yet agreed upon a definite policy. Apprehensions are expressed that they will trim their measure until it shall be of little value.

What is still wanted is a leader and the assurance of a united and energetic administration support. Meantime there is no doubt that the republicans are daily gaining courage and confidence, and that in their opinion affairs look much more promising for them than they did.

FROM OUR REGULAR CORRESPONDENT.

WASHINGTON, Dec. 17, 1874.

SCANDALOUS PACIFIC MAIL EXPOSURES ANTICIPATED—IMPORTANT TESTIMONY BY IRWIN—THE MYSTERIES OF THE LOBBY.

The health of Mr. Irwin was so far improved today that he was able to devote several hours to an examination by the sub-Committee of the Ways and Means. It was agreed by the members of the committee, Mr. Irwin and his counsel, that nothing whatever pertaining to his evidence should be made public until the committee are ready to give out the testimony in full. Mr. Irwin was obliged to recline upon a sofa, and near the end showed signs of fatigue, warning the committee not to press their valuable witness too closely at present. There was a better understanding between the committee and Mr. Irwin, who narrated, with little questioning, his first connection with the Pacific Mail Steamship Company and how and why he entered upon the task of securing the subsidy; but it is understood that the committee did not reach the important point of how the money was disbursed, reserving that until there is a better acquaintance between the witness and his examiners. Mr. Dawes did most of the questioning to-day, and he and Mr. Beck both declared that the time had been spent in the most entertaining manner, while Mr. Kasson expressed himself as perfectly satisfied with the sincerity of Mr. Irwin's intention to aid the committee in getting at the bottom of matters. Mr. Irwin, when he got fairly warmed to the work, offered as a part of his statement his published answer to the charges preferred by Trevor W. Park and Russell Sage, which he put in his sworn statement. This document, making about a column of solid HERALD print, was read by the committee, who asked Mr. Irwin if he had not better be careful of it as it might contain assertions which, upon sober reflection, would not be sustained. Mr. Irwin replied that he had not that habit; even under the greatest emotion, though in a state of excitement he might be led to tell too much truth. No; he wanted the answer to the charges of ever having had anything whatever to do with corruption incorporated as sworn testimony. It had never been sworn to before, and it was time to begin the fight in earnest. Mr. Irwin's exact language was:—"To meet squarely the general insinuation which underlies all these details, I say that everything I have which in any way represents money that ever belonged to the Pacific Mail Steamship Company, I own by virtue of written contracts, of which the company has or ought to have copies, for services rendered. All the money paid me by the Pacific Mail Steamship Company in connection with the subsidy was applied by me precisely in the manner and for the purposes intended by the company—namely, in compensation for services which resulted in the donation to that company of $5,000,000, and which were rendered by many persons, including a number of gentlemen of talent and experience, who were necessarily engaged during three or four years."

At this point the examination became interesting.

Admitting that he employed "gentlemen of talent and experience," the committee will tomorrow resume the examination, and, if possible, find out who the parties are who have been professional lobbyists, buying and selling the votes of members of Congress, and whose services, as Mr. Irwin to-day said, were of such value that nobody had ever suggested that they should render them gratuitously, or even cheaply, any more than do the gentlemen who now serve the Pacific Mail Steamship Company. Of the fact that the subsidy was lobbied through Mr. Irwin made no disguise, and in speaking of an allegation that he had paid money to a member of the Appropriation Committee of the Forty-second Congress, he said that he knew personally that the gentleman strenuously opposed the subsidy, and his vote was not to be had for money; consequently he did not attempt to influence him, *nor did he allow any one to sell that vote to him.* But another phase of the lobby rather astonished members of the committee when they were informed that there was also another lobby in which at least one Senator was pecuniarily interested in opposing the passage of the bill granting the subsidy.

Mr. Irwin has rented commodious quarters, fitted up two rooms for offices, engaged stenographers and clerks, and was to-day reinforced by his private secretary. He says he will fight it out if it takes until the 4th of next March. When asked if he would answer the leading questions put by the committee he said he could not now say, but would decide when the time came. It was the old story of crossing the river, and there would be plenty to worry over before the committee finished its labors. As further evidence of his determination to devote himself to the exposure, he says that at his request his brother-in-law and wife's sister-in-law will leave for Paris to-morrow to join Mrs. Irwin there and keep her company, that he may give his undivided attention to the successful issue of the contest.

STRONG OPPOSITION IN THE SENATE TO THE DISTRICT OF COLUMBIA BILL.

The Steamboat bill was permitted to go over in the Senate this afternoon, at the suggestion of Mr. Boutwell, and the consideration of the District of Columbia bill was resumed. Mr. Morton opened a vigorous attack upon it because of its curtailment of the suffrage privilege. He pronounced it anti-democratic and anti-republican. As the debate on the bill advances it becomes more evident as the objections to it are met that its fate is very doubtful. Mr. Morrill, of Maine, who devoted nearly all the summer months to preparing the bill, is thought to have put too much of theory and too little of what is practical in it.

THE HOLIDAY ADJOURNMENT AND THE APPROPRIATION BILLS.

It is believed that on Monday next the House will agree to a joint resolution, adjourning on Tuesday, the 22d, until January 4. Mr. Garfield has been anxious to get through with the Legislative Appropriation bill before the holiday recess, and the work thus far indicates success. To-day was spent in making speeches on the appropriation for the support of the Bureau of Education, the democratic members contending that Congress has no right to support such a bureau, inasmuch as the matter of education is not a national but a State affair.

To-morrow the time will be occupied in receiving the King and, possibly, in discussing the private calendar.

THE VICKSBURG INVESTIGATION TO BEGIN NEXT WEEK.

It is the purpose of the select committee appointed to investigate the trouble at Vicksburg to leave here on the 26th inst., and proceed direct to that city, with a deputy sergeant of arms and stenographers, and with the determination to finish the work before the recess is over.

GENERAL WASHINGTON DESPATCHES.

WASHINGTON, Dec. 17, 1874.

FEASIBILITY OF THE PANAMA ROUTE FOR THE PROPOSED ISTHMUS CANAL—APPROPRIATION ASKED FOR A NEW SURVEY.

The Special Commission, consisting of General Humphreys, Professor Pierce and Commodore Ammen, appointed by the President to examine and report upon all information relative to canal routes across the American Isthmus, have prepared a statement relative to the feasibility of the route from Aspinwall to Panama, which, in their opinion, deserves to be tested by careful survey, and for this purpose Congress has been asked to appropriate $12,000. It is desirable that immediate action should be had in this matter, in order that the surveying party may get to work in time to complete the survey before the rainy season sets in. In order to accomplish this the party should be on the ground early in January. The Panama route has many advocates, among them some of the first engineers of this country and Europe. The route is claimed to be shorter than any other, and the elevation less by several hundred feet. Besides, the Chagres River furnishes abundance of water for all purposes. If the canal should be located on this route the Panama Railroad could be used to facilitate the work of its construction.

FIRST TRIAL OF ALABAMA CLAIMS BEFORE THE COURT OF COMMISSIONERS.

In the Court of Commissioners of the Alabama Claims the first case coming up before it on its merits, and heard to-day, was that of James H. Hooper and his two sons, of Baltimore, the former putting in a claim for the loss of his vessel, which was captured by the Florida in 1863, off Cape May. Each of the sons, who were officers on the vessel, put in claims for the loss of personal effects. The three claims constitute cases five, fourteen and fifteen. The testimony favorable to the claim was submitted by the claimants and the rebutting testimony by the counsel for the United States, on which an argument followed and closed.

SHIPPING NEWS

OCEAN STEAMSHIPS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF DECEMBER AND JANUARY.

Steamer.	Sails.	Destination.	Office.
Greece	Dec. 19.	London	69 Broadway.
City of New York	Dec. 19.	Liverpool	15 Broadway.
Republic	Dec. 19.	Liverpool	19 Broadway.
Helvetia	Dec. 19.	Liverpool	69 Broadway.
California	Dec. 19.	Glasgow	7 Bowling Green
Hansa	Dec. 19.	Bremen	2 Bowling Green
Wyoming	Dec. 22.	Liverpool	29 Broadway.
Russia	Dec. 23.	Liverpool	4 Bowling Green
State of Georgia	Dec. 23.	Glasgow	72 Broadway.
Rotterdam	Dec. 24.	Rotterdam	50 Broadway.
Frisia	Dec. 24.	Hamburg	61 Broadway.
City of London	Dec. 26.	Liverpool	15 Broadway.
Victoria	Dec. 26.	Glasgow	7 Bowling Green
Pereire	Dec. 26.	Havre	55 Broadway
Oder	Dec. 26.	Bremen	2 Bowling Green
Erin	Dec. 26.	Liverpool	69 Broadway.
Lessing	Dec. 29.	Hamburg	113 Broadway.
Java	Dec. 30.	Liverpool	4 Bowling Green
Westphalia	Dec. 31.	Hamburg	61 Broadway.
Baltic	Jan. 2.	Liverpool	19 Broadway.
City of Montreal	Jan. 2.	Liverpool	15 Broadway.
The Queen	Jan. 2.	Liverpool	69 Broadway.
Ethiopia	Jan. 2.	Glasgow	7 Bowling Green
Neckar	Jan. 2.	Bremen	2 Bowling Green
Wisconsin	Jan. 5.	Liverpool	29 Broadway.
Parisia	Jan. 6.	Liverpool	4 Bowling Green
State of Nevada	Jan. 6.	Glasgow	72 Broadway.
W A Scholten	Jan. 7.	Rotterdam	50 Broadway.
Adriatic	Jan. 9.	Liverpool	19 Broadway.
City of Antwerp	Jan. 9.	Liverpool	15 Broadway.
Utopia	Jan. 9.	Glasgow	7 Bowling Green
St Laurent	Jan. 9.	Havre	55 Broadway.
Herder	Jan. 12.	Hamburg	113 Broadway.
City of Brooklyn	Jan. 16.	Liverpool	15 Broadway.
Suevia	Jan. 14.	Hamburg	61 Broadway.
Celtic	Jan. 16.	Liverpool	19 Broadway.
State of Indiana	Jan. 20.	Glasgow	72 Broadway.
Pommerania	Jan. 21.	Hamburg	61 Broadway.
Oceanic	Jan. 23.	Liverpool	19 Broadway.
France	Jan. 23.	Havre	55 Broadway.

ALMANAC FOR NEW YORK—THIS DAY.

SUN AND MOON.			HIGH WATER.		
Sun rises	7 19		Gov. Island	morn	3 26
Sun sets	4 34		Sandy Hook	morn	2 41
Moon sets	morn	1 50	Hell Gate	morn	5 11

PORT OF NEW YORK, DEC. 17, 1874.

CLEARED.

Steamship Cimbria (Ger), Brandt, Hamburg, &c—Kunhardt & Co.

Steamship City of New York, Deaken, Havana—F Alexandre & Sons.

Steamship Canima (Br), Liddicoat, Bermuda—A E Outerbridge.

Steamship Eagle (Br), Jackman, Sydney, CB—Bowring & Archibald.

Steamship Gen Barnes, Cheeseman, Savannah—W R Garrison.

Steamship Georgia, Crowell, Charleston—J W Quintard & Co.

Steamship Richmond, Read, Norfolk, City Point and Richmond—Old Dominion Steamship Co

Steamship North Point, Smith, Philadelphia—Lorillard Steamship Co.

Steamship Eleanora, Johnson, Portland—J F Ames.

Steamship Neptune, Berry, Boston—H F Dimock.

Ship Wm Tapscott, Morgan, Liverpool—Tapscott Bros & Co.

Ship Duleep Singh (Br), Williams, Liverpool—R J Cortis.

Ship Daphne (Br), Lane, London—Peabody, Willis & Co.

Ship Freedom, Norton, Glasgow—Thos Dunnam's Nephew & Co.

Bark Æolus (Ger), Berding, Antwerp—Funch, Edye & Co.

Bark Atlantic, Dickerson, Barbados—H Trowbridge's Sons.

Bark Gazelle, Duntze, Port Spain—H Trowbridge's Sons.

Bark Eben Dyer, Clapp, Havana—H D & J G Brookman.

Bark Titania (Br), Harvey, St Johns, NF—Bowring & Archibald.

Brig Teneriffe, Tracy, Genoa—Miller & Houghton.

Brig Starlight, Stover, Port Spain (Trinidad)—L W & P Armstrong.

Brig Mary Celeste, Tuthill, Richmond—Cartwright & Harrison.

Schr Annie L Palmer, Lewis, Jacmel—Isaac R Staples.

Schr Marcia Reynolds, Westerdyke, Laguayra and Porto Cabello—Dallett, Bliss & Co.

Schr Hannah Coomer, King, Turks Island and a market—B J Wenberg.

Schr Lookout, Nichols, Havana—E Sanchez y Dola.

Schr Burdett Hart, Brooks, Savannah—Bentley, Gildersleeve & Co.

Schr Mary Louisa, Gaskill, Washington, NC—Zophar Mills.

Schr John N Parker, Moore, Norfolk—I B Gager.

Schr Brazos, Stokes, Bristol, RI—H W Jackson & Son.

Schr E Flower, Hubbard, New London—H W Jackson & Son.

Schr J B Anderson, Tracy, Willington, Conn—H E Doyle.

Sch Sallie Burton, Burley, Stamford—Stamford Manufacturing Co.

Steamer Octarora, Reynolds, Baltimore—W Dalzell.

Steamer A C Sumers, Warren, Philadelphia—James Hand.

Steamer Beverly, Pierce, Philadelphia—James Hand.

ARRIVALS.

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

Steamship Russia (Br), Cook, Liverpool Dec 5, via Queenstown Dec 6, with mdse and 74 passengers to C G Francklyn.

Steamship City of New York (Br), Leitch, Liverpool Dec 3 and Queenstown 4th, with mdse and passengers to John G Dale.

Steamship Erin (Br), Andrews, Liverpool Dec 2 and Queenstown 3d, with mdse and 141 passengers to F W J Hurst. Dec 16, lat 40 32, lon 68 40, passed steamer Schiller (Ger), hence for Hamburg.

Steamship Frisia (Ger), Meier, Hamburg Dec 2 and Havre 5th, with mdse and 153 passengers to Kunhardt & Co. Had westerly gales and high seas the entire passage.

Steamship City of Havana, Phillips, Havana Dec 12, with mdse and passengers to F Alexandre & Sons.

Steamship Richmond, Reed, Richmond, City Point and Norfolk, with mdse and passengers to the Old Dominion Steamship Company.

Bark Evening Star (of Bristol, E), Asburn, Singapore Aug 20, with mdse to F Spring & Co. Passed Anjier Sept 2, Cape of Good Hope Oct 5, St Helena Oct 24, and crossed the Equator Nov 16 in lon 39 W.

Bark Merlo (Ital), Bozzano, London 49 days, in ballast, to Slocovich & Co.

Bark Chief (of Boston), Harding, Smyrna 55 days, with mdse to Schnitzer & Mankin; vessel to Vernon H Brown. Passed Gibraltar Nov 18, came the middle passage, and had fine weather to lat 35, lon 50; since strong N and NW gales.

Bark Norah (of Boston), Hall, Malaga 36 days, with fruit to Brown Bros & Co; vessel to Miller & Houghton. Passed Gibraltar Nov 12; latter part of passage had strong NE and NW gales.

Bark Gilmore (of Prince Edward Island), McDonald, Leghorn 48 days, with marble and rags to Fabbricotti Bros; vessel to master. Passed Gibraltar Nov 14.

Bark Wimburn (of Pictou), McDougall, Leghorn 64 days, with marble, rags, &c, to Fabbricotti Bros; vessel to Duncan McColl. Passed Gibraltar Oct 28; had heavy NW gales from lon 68; lost and split sails and carried away mainto gallantmast.

Bark Monitor, Eaton, Leghorn 69 days, with marble and rags to Lunt Bros. Passed Gibraltar Oct 25; Dec 11, lat 34 30, lon 73 40, spoke brig Campidoglio (Ital), from Cette for New York.

Bark Germania (Port), Garinho, Oporto 35 days, with wine and cork to Hagemeyer & Brum. The G is anchored on the bar.

Brig Goodwin, Craig, Malaga 45 days, with fruit to Devlin & Rose; vessel to James Henry. Passed Gibraltar Nov 2.

Brig Sloga (Aus), Cerulich, Guantanamo 43 days, with sugar to J M Cabellos; vessel to Slocovich & Co. Had strong N & NW gales.

Brig Louisa Price (Hay), Brown, Miragoane 20 days, with logwood to R Murray, Jr. Was 8 days north of Hatteras with strong northerly gales.

Brig Zuleika (of Prince Edward Island), Welsh, Grand Turk, TI, 19 days, with salt to D R De Wolf & Co.

Brig Edith, Johnson, Miragoane 18 days, with logwood and coffee to H Becker & Co; vessel to Simpson, Clapp & Co. Was 6 days north of Hatteras, with strong NW gales.

Schr Mary S Lunt (of Grenada), Simmons, Grenada 17 days, with logwood and old iron to Reeve, Osborn & Co; vessel to B J Wenberg. Was 5 days N of Hatteras; 16th, had a heavy gale from NW, during which shifted cargo; no date, 40 miles N of Sombrero, spoke brig Favorite, from Demerara for New York; no date, lat 36, lon 74, brig John Swan, from —— for Baltimore.

Schr Phebe, Medero, Ocho Rios, Ja, 16 days, with fruit to J & T Pearsall; vessel to B J Wenberg.

Schr M S Douglas (of Boothbay), Sherlock, Mayaguez, PR, 12 days, with oranges to J & T Pearsall; vessel to B J Wenberg.

Schr Mary S Woodhull, Davis, Corpus Christi 20 days, with hides, &c, to J H Brower.

Schr Franklin, Miller, Indianola 26 days, with cotton, wool, &c, to Tupper & Beattie. Was 10 days north of Hatteras, with strong S and NW winds.

Schr Jacob H Ridgeway, Townsend, Jacksonville 10 days, with lumber to Drew & Buckle; vessel to Van Brunt & Bro.

Schr R H Potter, Rogers, Pensacola, 18 days, with lumber to the Pensacola Sawmill Co; vessel to S C Lord & Co.

Schr Matilda Brooks, Jones, Charleston 7 days, with cotton to Jonas Smith & Co.

Schr John H Converse, Plummer, Charleston 6 days, with naval stores to Breit, Son & Co.

Schr M A Somers, Gaskill, Wilmington, NC, 8 days, with naval stores to master.

Schr Lucia Murchison, Jones, Wilmington, NC, 7 days, with naval stores to Murchison & Co; vessel to E S Powell.

Schr John K Shaw, Cox, Baltimore for Pawtucket.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Schr John Mozier, Thurber, New Haven for Virginia.

Schr Dani Russell, Carroll, Middletown for New York, with stone to order.

Schr Samuel F Godwin, Waterbury, Stamford for New York.

Schr Asher S Parker, Carpenter, Glen Cove for New York.

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

Schr William D Mapgum, Chase, New Bedford for New York.

BOUND EAST.

Schr Jennie Rosalune, Tucker, New York for Port Jefferson.

Schr E S Gildersleeve, Green, Jacksonville for New Bedford.

Schr Charlie Miller, Jones, Virginia for New Haven.

Schr Caroline & Cornelia, Lord, Elizabethport for Somerset.

Schr Bela Peck, Avery, Hoboken for Providence.

Schr Julia E Pratt, Nickerson, Newcastle, Del, for Providence.

Schr Sardinian, Holbrook, New York for Boston.

Schr Oliver Ames, Phillips, Alexandria for Providence.

Schr Western Star, Crocker, Philadelphia for Portland.

Schr Samuel Gilman, Baltimore for Boston.

Schr Ella Hutchins, New York for Huntington.

Schr H N Fuller, Hart, New York for Orient.

Schr Highland, Lynch, Elizabethport for Rosslyn.

Schr Escort, Adams, Port Johnson for Newport.

Schr Empire, Jones, Port Johnson for Norwalk.

Schr E Flower, Hubbard, New York for New London.

Schr John Brooks, Fox, Elizabethport for New Haven.

Schr Washington Freeman, Robinson, Elizabethport for Boston.

Steamer Albatross, Davis, New York for Fall River.

SAILED.

Steamships Cimbria (Ger), for Hamburg; Canima (Br), Bermuda; City of New York, Havana; Gen Barnes, Savannah; Georgia, Charleston; Richmond, Richmond, &c; North Point, Philadelphia; ships Niagara (Br), Liverpool; Wm Tapscott, do; Marianna V (Port), Lisbon; Enoch Train (Br), London; barks I Sargent, Alexandria; Morning Star, St Jago; brig Nellie, Arroyo and Ponce; schr Warren Sawyer, Oporto and Cadiz.

Wind at sunset W by N, fresh.

HERALD MARINE CORRESPONDENCE.

NEWPORT, RI, Dec 16, 1874.

The schr Emma M Fox, Case, in ballast, while beating down the bay from Fall River, carried away her mainboom in the gale yesterday, and put into this port for a harbor.

Work on the sunken bark Bessie Rogers by the New York Coast Wrecking Co is progressing but slowly, and it is generally believed by those who have every facility for knowing that the task will never be accomplished, and when work has been suspended this season it will never be resumed. It will doubtless be a target ere long for some of Uncle Sam's officials at the torpedo station, in order to get her out of the way of navigation. The wrecking company are deserving of better success, as they have taken great interest in the matter for the sake of their well-earned reputation, and have left nothing undone to accomplish the requirements of the contract with the insurance companies. Their pontoons parted their moorings in the late gale, and came ashore at Briggs' wharf.

Providence River, as far as Nyatt Point, is frozen over.

MARITIME MISCELLANY.

☞ See cable news.

We are indebted to the purser of steamship City of Havana, from Havana, for favors.

STEAMER LOUISA, engaged in the Santee and Peedee trade, was aground on a sand bar in the Santee River. The steamer Helena was sent to her assistance with pumps, &c, and it was believed that the Louisa will be able to resume her regular trips in a few days.

SHIP JOHN BRIGHT, lost on Cape St Roque, was insured in this city. Her cargo, valued at $150,000, consisted of the following:—300 bottles, 15 boxes, bitters 600 cases, boilers 11, castings 43 packages, canned goods 605 cases, cement 1500 bbls, croquet 12 crates, empty packages 143, fire bricks 100, glassware 240 packages, hardware 52 do, iron 2360 do, lumber 443 pieces, mineral 100 bbls, mineral water 35 cases, mowers 140 do, nails 1525 kegs 63 boxes, pig iron 400 tons, plank 1034 pieces, paint 57 packages, putty 20 bbls, paper hangings 32 cases, railroad iron 681 bars, rosin 258 bbls, staves 6600 pieces, starch 1000 packages, tin 185 boxes, tiek, &c, 45 packages, varnish 10 bbls, whiskey 25 do, wheelbarrows 40 bundles, white lead 160 packages.

SHIP BUNKER HILL, Davis, which was reported by cable as having put into Hong Kong Dec 2, with loss of rudder and foretopgallantmast, was from Port Chalmers, NZ, for Manila.

BARK LITTLETON, wrecked in Angoa Bay, was 630 tons register, built at Richmond, Me, in 1853, and was owned by Isaac Taylor, of Boston. She was under the British flag, and was partially insured.

BARK FLAVIO (Ital), from Girgenti, at Philadelphia 16th, had had rough weather and cast away her sails and jettisoned some cargo.

BRIG WANDERER (Br), Payson, at Savannah 17th from Matanzas, lost maintopmast.

SCHR ENTERPRISE, of Cherryfield, which put into Vineyard Haven after being run into by schr H L Slaight, has repaired, and is ready for sea.

SCHR ALBERT L BUTLER, recently ashore on Pasque Island, got off and taken to New Vineyard Haven, was sold at auction 15th, by Geo A Bourne, to Capt Benj C Cromwell, for $7,5 0. Capt C subsequently sold the vessel to Boston parties at an advance, to be delivered at New Bedford.

SCHR P BOICE, loaded with coal, black walnut and poplar, is ashore on Green Run Beach (Maryland), 18 miles north of Chincoteague Island; vessel and cargo in good condition.

SCHR G K HATCH (new, 3-masted, of Pembroke, Me), struck on Eastern Head, Eastport morning of 16th inst, breaking off jibboom and end of bowsprit; hull not damaged.

SCHR SALLIE VEASEY, Capt Howell capsized Monday afternoon last, at 4:30 o'clock, in Hampton Roads. She had on board a cargo of lumber, a portion of which has been saved. It is feared that the schooner will go to pieces.

SCHR ANNIE BROWN (Br), from Demerara for Boston, at Vineyard Haven, reports that on the 4th inst, in a gale of wind, the main sheet parted, throwing the Captain on the wheel and breaking three of his ribs.

SCHR GEORGE GURNEY, Gurney, from Rondout for Providence, ran aground on the southern side of Irading Cove, near New London, Tuesday forenoon. She will probably be got off without damage.

CHARLESTON, Dec 15—The brig Florence, previously reported on fire at Union Wharves, has been removed to Palmetto Wharf, where the cargo can be landed with safety and carefully looked after, as it will be separated on these premises from other cottons.

HALIFAX, NS, Dec 17—A telegram from Sydney says it is thought that the crew of the new British brig G F Troop is still on the wreck. The sea is going down, and a rescue will be attempted to morrow.

MACHIAS, Dec 15—Only four or five vessels remained at the wharves last week, taking, as is probable, the last freights of lumber for the season. The river is free from ice.

ST JOHN, NB, Dec 14—The ship E C Scranton will remain laid up until the spring.

MISSING VESSEL—Considerable anxiety is manifested by those interested in the schr Jennie Stout, as she left here about 20 days ago for New York, in company with a fleet of other coasters, and all but herself have arrived at their ports of destination. As the Stout is notoriously one of our fastest sailers, there is apparently some grounds for fears.—Savannah Advertiser, Dec 5.

Captain Nichols, of the American bark Sarah, which arrived at Havana Dec 2 from Cardiff, with a cargo of coal, complains that the Spanish Consulat Cardiff exacted a fee from him of £6, 12s 6d sterling, being about 5 cents per ton of coal, before he would clear him for Havana.

NOTICE TO MARINERS.

WASHINGTON, Dec 17—Notice is given by the Lighthouse Board that on and after the opening of navigation in the spring of 1875 a steam fog whistle, giving a blast of four seconds during each minute, will be sounded during thick and foggy weather at South Manitou Island light station, Lake Michigan. In case of accident to the fog whistle a fog bell, struck by machinery, will be sounded. The fog signal house is about 34 yards northeast of the lighthouse.

That the beacon light at Michigan City, Indiana, Lake Michigan, has been moved from the end of the east pier to the end of the west pier.

That on and after February 1, 1875, a light will be shown from the lighthouse recently erected at the southeast end of Block Island, Rhode Island. The light will be a fixed white, and should be seen, in clear weather, from the deck of a vessel, 15 feet above the sea, 21 nautical miles.

Notice is also given that the fog signal at Point Bonita, Cuba, which was temporarily discontinued for repairs, will be again in operation on and after the 1st of January, 1875.

GULF OF ST LAWRENCE—CANADA—PROVINCE OF QUEBEC—LIGHT ON WHITEHEAD CAPE, PERCE ROADSTEAD.

A lighthouse has been erected on Whitehead Cape, Perce Roadstead, and a light is now shown from it.

The light is fixed white, elevated 138 feet above high water, and in clear weather should be visible 13 miles.

The illuminating apparatus is catoptric.

The tower is a square wooden building, 30 feet high, painted white.

Position—Lat 48 30 30 N, lon 64 13 5 W.

NORTH SEA—NETHERLANDS—MAAS RIVER—WITHDRAWAL OF LIGHTS.

Since the 1st of October the following lights, which marked the old mouth of the Maas River, have been extinguished:—

1. The Oostvoorne light.
2. The lights of Langedoen.
3. The lights of Ladage, in the Bank passage.

WHALEMEN.

Sailed from San Francisco Dec 9, bark Mount Wollaston, Mitchell, of NB, to cruise.

Sailed from St Helena Oct 28, brig Myra, Babcock, of and for Sag Harbor.

SPOKEN.

Ship Joseph Clark, from Gefle for Melbourne, Oct 21, lat 5 N, lon 34 W.

Ship Martha Cobb, Pearson, from Cardiff for Callao, Nov 17, lat 19 N, lon 24 W.

Ship Majestic, Gibbons, from Hull for Bombay, Dec 4, lat 48 54, lon 4 53 W.

Ship Importer (Br), from Cardiff for Calcutta, Sept 13, no lat, &c.

Ship C H Southard, Town, from Cardiff for Singapore, Oct 20, lat 57 S, lon 11 E.

Ship Alert, Littlefield, from Boston for Rio Janeiro, Nov 13, lat 27 22 N, lon 35 34 W.

Bark True Blue (Br), from Montreal for London, Nov 28, lat 49 02, lon 9 08.

Bark Toledo (Br), from London for New York, Dec 16, 45 miles SE of the Highlands (by pilot boat Washington, No 22, and was ordered to Savannah).

Bark Emily, from St John, NB, for the Brazils, Nov 17, lat 33 N, lon 36 W.

Brig Valero (Br), from Montreal for Montevideo, Nov 15, lat 43 40 N, lon 42 30 W.

NOTICE TO MERCHANTS AND CAPTAINS.

Merchants, shipping agents and ship captains are informed that by telegraphing to the HERALD London Bureau, *No 46 Fleet street*, the arrivals at and departures from European ports, and other ports abroad, of American and all foreign vessels trading with the United States, the same will be cabled to this country free of charge and published.

OUR CABLE SHIPPING NEWS.

ANTWERP, Dec 16—Sailed, steamer Switzerland (Belg), Von der Heyden, New York.

CIVITA VECCHIA—Arrived, barks Veneranda (Ital), Lauro, New York; Filippo (Ital), Delstra, do.

DEAL, Dec 17—Arrived, schr Weser (Ger), Warns, New York for Bremen.

DUBLIN, Dec 16—Sailed, bark Onni (Rus), Dahlberg, United States.

FALMOUTH, Dec 17—Arrived, bark Rothesay (Nor), Iversen, Norfolk for Liverpool (see below).

HARWICH, Dec 17—Put in, bark Dr Von Thunen Tellow (Ger), Klenow, from New York via Deal for Hull (see below).

HELVOET, Dec 16—Sailed, bark Speed (Nor), Olsen from Rotterdam, Wilmington, NC.

LIVERPOOL, Dec 17—Sailed, bark Unico (Ital), Schiaffino, New York (not sailed 14th).

Sailed 16th, ship W J Lewis (Br), Trefry, United States.

Arrived 17th, steamer Dawn (Br), Higginson, Norfolk.

LONDON, Dec 17—Sailed, ship Ne Plus Ultra, Borland New York (not sailed 9th).

LISBON—Sailed, bark Franklin (Nor), Clementsen, New Orleans.

Also sailed, ship Marianna VI (Port), Santos, New York; bark Floka (Nor), Michelsen, do.

NANTES—Put in, bark Dolphin (Br), Trick, from Charleston for Bristol (see below).

ST HELEN'S ROADS, Dec 17—Put in, ship Sylvanus Blanchard, James, from Antwerp for Callao (see below).

TENERIFFE—Sailed, "Maron," for South Carolina.

TROON, Dec 16—Sailed, bark Oliver Emery (Br), Dill, Tybee.

LONDON, Dec 17—The American vessel before reported as "wrecked" off Audierne, coast of France, has been towed into Douarnenez, France. She is said to be the schr "Petronilla."

Ship Sylvanus Blanchard, James, from Antwerp for Callao, has put into St Helen's Roads with captain sick.

Bark Dr Von Thunen Tellow (Ger), Klenow, from New York via Deal for Hull, has been assisted into Harwich with loss of anchor and several fathoms of chain.

Bark Dolphin (Br), from Charleston for Bristol, has put into Nantes, having received much damage by severe gales.

Bark Rothesay (Nor), from Norfolk for Liverpool, arrived at Falmouth to-day. She encountered heavy weather and is considerably injured.

A telegram from Shanghai says the ship Horatio, burned there, will be a total loss. Part of the cargo was on board. [The Horatio's manifest was as follows:—1 bbl whiskey, 6 cases nails, 715 oars, 6 cases hardware, 126 packages glassware, 178 bales domestics, 2 pumps, 20 cases