A TERRIBLE TALE.

THE STEAMER ADRIATIC CRUSHES INTO AND SINKS A SHIP—WAS IT THE HARVEST QUEEN?—THE OFFICERS AND CREW OF THE STEAMER CONTRADICT EACH OTHER.

The loss of the Harvest Queen is now established beyond doubt. Captain Cunningham, of the Black Ball line, was despatched from Liverpool to Wexford with instructions to examine the spars and forecastle washed ashore near the Tuskar Light, and report if they were portions of the Harvest Queen. The sad news is at hand that Captain Cunningham fully identifies the fragments as parts of the ship about which so much anxiety has lately been manifested.

CAN IT BE POSSIBLE?

This announcement is made in company with another which, if true—and there now seems little doubt as to its authenticity—tends to place the captain of the steamship Adriatic in an equivocal light. It has been stated—and the statement is verified by one of the passengers of the Adriatic—that on the night of the 30th of December that steamer came in collision with a ship, name unknown. A reference to the log of the Adriatic will show that no collision is mentioned, a defect which Captain Jennings has yet to explain. It is strange that the officers should deny that any collision took place, when Mr. Yard, one of the passengers, positively states that one did occur, and that the steamer stopped her engines for two hours.

A PASSENGER'S STORY.

At half-past nine last night a HERALD reporter mounted the steps of No. 829 Lexington avenue, and on making inquiry for Mr. W. W. Yard was informed by the maid who opened the door that he was at home. When Mr. Yard entered the parlor the reporter asked him if he was the gentleman named in the passenger list of the steamship Adriatic. He said he was the same, and the following conversation ensued:—

"Mr. Yard, have you recollection of anything of an extraordinary nature occurring on the night of December 30?"

"I know there was a collision that night. I heard about it the next morning. I suppose (this with an air of deprecation) that Captain Allen has been talking with you about the matter?" (Captain Allen was a fellow passenger with Mr. Yard.)

A look of surprise was the only response to the reply that Captain Allen had not been seen and could not be found.

The reporter asked Mr. Yard to tell him all he knew of the collision on the night of the 30th of December, and the following story, with frequent questions here and there, was told by the passenger:—

"I retired about ten o'clock, and had been asleep some time when I was awakened by the stopping of the ship's engines. As I thought they were taking soundings I turned over and went to sleep again. In the morning I heard there had been a collision, and that the ship had stopped for two hours. I heard the captain say that it was his impression that the ship which struck us had glanced off and was not hurt. The boats were lowered, but nobody was picked up. It was the impression that the man who was forward, when he saw a collision was imminent, jumped and tried to catch on the steamer, and losing his hold fell into the water and was drowned. We did not run into the colliding ship, she ran into us, for at the time we were backing up.

"How do you know you were backing up when you were asleep?" asked the reporter.

"Oh! I know we were; I could swear to it," was the answer.

Here Mr. Yard, who said his brother was a particular friend of Captain Jennings, indulged in some unprovoked strictures on the talking propensities of Captain Allen, who, he said, had not been to sea for twenty years, and who, he thought, knew nothing about the business.

"Was any damage done to the Adriatic by the collision?" queried the writer.

"Yes," answered Mr. Yard, "our anchor stocks were torn away and other slight damage to the forward rigging resulted."

Thanking Mr. Yard for his information the reporter withdrew.

MORE INTERESTING FACTS.

When the steamer Adriatic, of the White Star line, reached port on Sunday, last it was noticed that her bulwarks and bow railing were stove in, and the attention of loungers about the piers was drawn to the rapidity with which repairs were being made. The Captain made the usual report, exhibited a log bearing upon it only records of fair weather and plain sailing, and no inkling was given of a sea tragedy. There are some, too, of opinion that this marine disaster, which so much care has been taken to cloak over, throws considerable light upon the fate of the missing Harvest Queen. Yesterday information was received at the HERALD office from authentic sources that on the first day of her last voyage across the Atlantic the Adriatic ran into and sunk a vessel in the Irish channel, the entire crew of which perished. It was also suggested that the collision was rather from carelessness than from accident, and that the officers of the steamer were responsible for it.

Last night a HERALD man passed along the White Star line pier, at the foot of West Tenth street, and, failing to find any of the regular seafaring hands in the company's employ in the neighborhood, he went on board. At the head of the gangplank he was accosted by a man in charge.

"Is the Captain on board?" asked the reporter.

"No, he has just gone ashore," was the reply. Then, after scrutinizing his interrogator, the man said, "Oh, you were across with us, weren't you?"

"Certainly. Don't you remember I was speaking to you the night of the collision. A big smash-up, wasn't it?"

"You may well say so," and the seaman gave a very eloquent shake of the head that seemed to speak volumes.

Just then an officer came along, and the reporter, saluting him, said, "As the Captain is away perhaps you would favor me with an account of the collision you had on the way over?"

The officer hesitated a moment and then said in a careless way:—

"Oh, that did not amount to anything; only a slight affair, depend upon it. I was in my bunk at the time and was not awakened by the shock, so you may be sure it was of little consequence."

"What became of the vessel?" asked the reporter.

"Oh, she sailed away, I suppose. We lowered the boats when we struck her, but she wasn't in sight; and, by the by, I saw that a vessel reached Liverpool a few days ago somewhat damaged. Perhaps that was the craft we came across. I know nothing about the affair, anyway." And he took his leave.

The reporter then hunted up some of the crew of the Adriatic on shore, who were not so uncommunicative as their superiors, and from them he elicited the following interesting facts:—

On Thursday, December 30, the Adriatic left port and was steaming down the Irish Channel before a stiff breeze. About half-past two on Friday morning, when she was off Moyne Head the man on the lookout, one Phil Hamilton by name, sighted a vessel on the starboard tack and just in the path of the Adriatic, which was tacking to port. He at once gave the alarm, the man at the wheel put the helm hard a port, and the steamer changed her course. About ten minutes passed and then Hamilton gave the alarm again, for the helm had been reversed and the two vessels were closing fast upon each other. It was a starry night and against the sky the lookout man could easily trace the outlines of a large ship or bark. A moment passed, and then, with a crash, the Adriatic dashed into the bow of the stranger. The engine was at once reversed and the steamer backed a mile or two. "Lower the boats," rang from the quarter deck, but hardly had the men reached them when a counter order was given. They were finally loosed from the davits and manned, but as they were rowed away the lights of the strange vessel sank lower and lower till they reached the water's edge and then hull, masts and all sank out of sight. The sailors say that the cries of the drowning men could be distinctly heard, and that they gave directions, as they floated for a moment, as to the course to take to find them. The whole affair, these rough, seafaring people think, forms one of the most disgraceful sea tragedies of which there is any record.

SIGNIFICANT FACTS.

The Harvest Queen went from San Francisco to Queenstown, where she arrived on December 20. She was immediately ordered to proceed to Liverpool, and her course there lay in the track of the Adriatic.

The jib sheets, pennants and blocks and part of the outer jibs of the ship which was sunk are now—according to the sailors' stories—on board the Adriatic. The blocks from their peculiar construction seem to be of American make.

OBITUARY.

GENERAL GEORGE W. COLE.

The death is announced of General George W. Cole, at Mora, New Mexico, on the 11th of December last, of pneumonia. General Cole's name is still well remembered as the hero in a domestic tragedy which resulted in his killing, in one of the corridors of Stanwix Hall, Albany, January 4, 1867, L. H. Hiscox, of Syracuse, then a member of the Constitutional Convention sitting at the capital of the State. The cause of the murder was Hiscox's alleged indignities offered to Cole's wife. The ball from Cole's pistol pierced the brain of Hiscox, who died instantly. Cole was tried twice on the charge of murder, his first trial taking place before Judge Ingraham, in the Court of Oyer and Terminer, at Albany, beginning April 21 and ending May 7, 1868, when the jury announced the impossibility of their agreeing upon a verdict. The second trial also took place at Albany, and was concluded on December 7, 1868, when the jury found a verdict of "not guilty," basing their verdict on the insanity of the prisoner at the moment he fired the fatal shot. General Cole was a native of New York, and was born near Lodi in 1828. He, with his brother, Senator Cole, of California, received his education at the Wesleyan University of Connecticut. Though by profession a physician, the breaking out of the war found him engaged in the lumber trade in Seneca county. This business, however, he speedily abandoned on the first call for troops by the government, and he was commissioned a captain in the Third New York Cavalry. At Kingston, N. C., he highly distinguished himself for bravery, and was promoted to be major of his regiment, and was subsequently appointed Inspector of Cavalry on General Ben. Butler's staff. He organized near the close of the war a colored regiment of cavalry, of which he became colonel, and was finally made brigadier general of volunteers on account of his gallantry and meritorious services. At the time he shot Hiscox he was a resident of Syracuse. After having gone through the ordeal of the two trials and been acquitted on the second he took up his residence in this city, where he received employment in the Post Office. He continued in this position until over a year ago, when he determined on going to New Mexico to engage in the practice of his profession as a physician. He did not after his acquittal by the courts again live with his wife, who, with her two grown-up daughters, has been a resident of Trumansburg, in this State, for a considerable time past.

DAVID SNOW, BANKER.

David Snow, President of the National Bank of the Republic, in Boston, Mass., died of heart disease on the night of the 12th inst., aged seventy-six years.

AMUSEMENTS.

LYCEUM THEATRE.

A season of nine nights by the admirable French company engaged for this theatre commenced last evening before a fairly filled house with the capital comedy of "Les Domestiques," on which the Vokes sketch of the "Belles of the Kitchen" is founded. When the Théâtre Français, the predecessor of the Lyceum, was opened, some eight or nine years ago, M. Juignet's company presented this comedy, "Les Domestiques," Mlle. Potel, of the Palais Royal, and M. Chamonin were then the stars of the company, and the representation of Julie and Joseph, as enacted by them, created quite a dramatic furor. The piece was given last night with a degree of *esprit* and *élan* that brought out its best points in the strongest relief. M. Richez was a very clever Durosel, M. Mezieres represented Joseph in a truly artistic manner, M. De Lorme was an admirable Francois, and Mmes. Renard and Belcour were charming as Virginie Durosel and Julie. M. Fritz Hirschy, treasurer of the theatre, has a benefit this evening, on which occasion "Le Demi-monde" will be given with a complete and well-selected cast.

DRAMATIC NOTES.

To-night Mr. Fritz Hirschy, for a long while the treasurer of the Lyceum Theatre, will receive a benefit tendered by the French comedy company. "Le Demi-monde" will be played, with Mlle. Clarence in the leading *rôle*.

As Mr. Jefferson gave a matinée performance of "Rip Van Winkle" for the satisfaction of London actors, so Messrs. Jarrett & Palmer have resolved to give the dramatic profession of New York an opportunity of seeing "Julius Cæsar." In conjunction with Messrs. Barrett, Bangs and Davenport and other leading members of the cast, they have invited all the theatrical companies in the city to an extra afternoon performance on Thursday, January 20. Actors so seldom have the privilege of seeing a play from the front, excepting when they are without an engagement, that this courteous invitation will, no doubt, be generally appreciated.

THE BROADWAY PAVEMENT.

The pavement which now covers the great thoroughfare of our city is fast becoming almost as smooth as the old Russ. The constant travel over it from Fourteenth street to the Battery has worn down the edges, and horses find it very difficult to travel. The Broadway police squad are constantly engaged helping up falling horses.

THE WHISKEY FRAUDS.

CHICAGO, Jan. 13, 1876.

This has been the dullest day in the whiskey business for three weeks. Usually the indicted distillers infest the government building even when they do not expect to be called before the Grand Jury, but to-day it was completely deserted, the Grand Jury being still occupied with routine cases.

INDIANAPOLIS—UGLY TESTIMONY YESTERDAY.

INDIANAPOLIS, Ind., Jan. 13, 1876.

John W. Bingham was the principal witness examined in the McGriff case to-day. He testified to having made arrangements with McGriff for shipping crooked whiskey similar to that of other gangers and employés, paying him $200 per month for his services. Witness was acquainted with Partridge, a storekeeper at Patoka, but had no knowledge as to whether he was in the clique; had no particular arrangement with his brother as to corrupting any government officials, the names of whom were B. B. Brasher, John T. Hogan, James K. Hill, Colonel Simonson, Major Phillips, Lewis Monford, McGriff, Snyder, Eberwein and Miller. These officers were paid liberally for their services, and Messrs. Marsh and Pringle, railroad agents, were included in our ring. Witness did not remember ever having conversed with Philip Eberwein, in which he (witness) said that he could steal enough away from McGriff without taking him into the conspiracy. The government here announced that they would rest the case with this witness; after which the defence called several witnesses who testified to the general good character of the defendant. The evidence was then closed and argument commenced by Colonel Trussler for the government.

OBSEQUIES OF A PHILANTHROPIST.

BURIAL OF DR. SAMUEL G. HOWE IN BOSTON.

BOSTON, Mass., Jan. 13, 1876.

The funeral to-day of the late Dr. Samuel G. Howe was attended with more than ordinary ceremony and interest. In the morning the remains were taken from his late residence to the chapel of the Perkins Institute for the Blind, founded by the deceased, which was heavily draped and appropriately decorated. Services were conducted here by Rev. James Freeman Clarke and Rev. Mr. Thayer, in the presence of the pupils and trustees of the institution. The remains were then taken to the Church of the Disciples, where a large congregation had assembled, including committees of both branches of the Legislature and a large number of ladies and gentlemen interested in the philanthropic movements of the day. The services here were unusually interesting and impressive. The pallbearers were Charles Francis Adams, F. W. Bird, ex-Governor Washburn, Samuel Downer, Dr. Bowditch, Frank B. Sanborn, Dr. Estes Howe and John S. Dwight. The remains were interred at Mount Auburn.

EVENING WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, Jan. 13—7:30 P. M.

Probabilities.

For the upper lakes, the Upper Mississippi and Lower Missouri valleys and the Ohio Valley, clear or partly cloudy and slightly warmer weather during Friday, with southeast to southwest winds and falling barometer.

For Tennessee, the South Atlantic and Gulf States, partly cloudy weather, with northerly to easterly winds, stationary or rising barometer on the Atlantic coast, and with easterly to southerly winds, rising temperature and high but falling barometer in Tennessee, the Lower Mississippi Valley and the Southwest.

For New England and the Middle States, clear or partly cloudy weather and a slight rise of temperature during Friday, with southwest to northwest winds and rising followed by stationary or slight fall in barometer.

For the lower lakes, light snows, followed by clear or fair weather, rising temperature, falling barometer and southerly to westerly winds during Friday.

The Mississippi River will fall slightly at stations above Vicksburg.

THE WEATHER YESTERDAY.

The following record will show the changes in the temperature for the past twenty-four hours, in comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's pharmacy, HERALD Building:—

	1875.	1876.		1875.	1876.
3 A. M.	24	18	3:30 P. M.	32	22
6 A. M.	26	17	6 P. M.	32	18
9 A. M.	30	20	9 P. M.	31	15
12 M.	30	22	12 P. M.	31	13

Average temperature yesterday 18½
Average temperature for corresponding date last year 29½

OCEAN STEAMERS.

DATES OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF JANUARY AND FEBRUARY.

Steamer.	Sails.	Destination	Office.
City of New York	Jan. 15	Liverpool	15 Broadway
Adriatic	Jan. 15	Liverpool	87 Broadway
The Queen	Jan. 15	Liverpool	69 Broadway
Ethiopia	Jan. 15	Glasgow	7 Bowling Green
Hermann	Jan. 15	Bremen	2 Bowling Green
Idaho	Jan. 18	Liverpool	29 Broadway
Java	Jan. 19	Liverpool	4 Bowling Green
Gellert	Jan. 20	Hamburg	61 Broadway
Rotterdam	Jan. 20	Rotterdam	50 Broadway
France	Jan. 20	London	69 Broadway
City of Richmond	Jan. 22	Liverpool	15 Broadway
Baltic	Jan. 22	Liverpool	37 Broadway
England	Jan. 22	Liverpool	69 Broadway
Victoria	Jan. 22	Glasgow	7 Bowling Green
Hohenstaufen	Jan. 22	Bremen	2 Bowling Green
Labrador	Jan. 22	Havre	55 Broadway
Dakota	Jan. 26	Liverpool	29 Broadway
Russia	Jan. 26	Liverpool	4 Bowling Green
State of Pennsyl'a	Jan. 27	Glasgow	7 Broadway
Klopstock	Jan. 27	Hamburg	61 Broadway
Republic	Jan. 29	Liverpool	37 Broadway
City of Brooklyn	Jan. 29	Liverpool	17 Broadway
Bolivia	Jan. 29	Glasgow	7 Bowling Green
America	Jan. 29	Bremen	2 Bowling Green
Wisconsin	Feb. 1	Liverpool	29 Broadway
China	Feb. 2	Liverpool	4 Bowling Green
State of Virginia	Feb. 3	Glasgow	72 Broadway
Frisia	Feb. 3	Hamburg	61 Broadway
Perseire	Feb. 5	Havre	55 Broadway
City of Chester	Feb. 5	Liverpool	15 Broadway
Germanic	Feb. 5	Liverpool	37 Broadway
Nevada	Feb. 5	Glasgow	7 Bowling Green
Oder	Feb. 5	Bremen	2 Bowling Green
Wyoming	Feb. 8	Liverpool	29 Broadway
Parthia	Feb. 9	Liverpool	4 Bowling Green
Wieland	Feb. 10	Hamburg	61 Broadway
City of Montreal	Feb. 12	Liverpool	15 Broadway
Celtic	Feb. 12	Liverpool	37 Broadway
Pommerania	Feb. 17	Hamburg	61 Broadway

SHIPPING NEWS

NOTICE TO CAPTAINS OF VESSELS ENTERING THE PORT OF NEW YORK AT NIGHT.—The NEW YORK HERALD has adopted a distinguishing Costen night signal for use on board the HERALD steam yacht, showing white burning the colors red, green, red, changing from one to the other in succession, and can be seen several miles distant. Captains of vessels, upon seeing this signal, will oblige us by preparing any marine news they may have for the Ship News Department of the HERALD.

Persons desirous of communicating with vessels arriving at New York can do so by addressing to such vessels, care of HERALD news yacht, pier No 1 East River, New York. Letters received from all parts of the world and promptly delivered. Duplicates are required.

ALMANAC FOR NEW YORK—THIS DAY.

SUN AND MOON.			HIGH WATER.	
Sun rises	7 22		Gov. Island	morn 10 54
Sun sets	4 57		Sandy Hook	morn 10 09
Moon rises	eve 9 10		Hell Gate	eve 12 39

PORT OF NEW YORK, JAN. 13, 1876.

ARRIVALS.

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

Steamer City of Vera Cruz, Deaken, Havana Jan 8, with mdse and passengers to F Alexandre & Sons.

Steamer New Orleans, Dearborn, New Orleans Jan 5 and Southwest Pass 6th, with mdse and passengers to Clark & Seaman.

Steamer New York, Quick, New Orleans Jan 5 and Southwest Pass 6th, with mdse and passengers to C A Whitney & Co.

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

Schr O P Hinns, Steelman, Virginia.
Schr Mary S Tibbetts, Robbins, Virginia.
Schr D W Vaughan, Voorhis, Virginia.
Schr John Lenthal, Martin, Virginia.
Schr A W Parker, Quillan, Virginia.
Schr Ida Grant, Curtis, Virginia.
Schr Maria Jane, Baker, Virginia.
Schr E C Knight, Jr, Cartwright, Virginia.
Schr J R Patterson, Wilson, Virginia.
Schr Allee Pierce, Green, Virginia.
Schr R C H White, Smith, Virginia.
Schr S J Fooks, Craumer, Georgetown, DC, for New Haven.
Schr E & L Marts, Marts, Georgetown, DC, for New Haven.
Schr Charles Woolsey, Ellis, Baltimore.
Schr George P Hallock, Sharrett, Baltimore.
Schr Jennie N Huddell, Cranmer, Baltimore.
Schr Rebecca W Huddell, Depuy, Baltimore.
Schr Hiawatha, Somers, Baltimore.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer Eleanora, Johnson, Portland for New York.
Steamer Gen Whitney, Hallett, Boston for New York.
Steamer Santee, Davis, New Bedford for New York.
Ship Sacramento, Lane, Boston via New London for New York.
Schr Emma K Smalley, Kennedy, Margaret's Bay, NS, for New York.
Schr Emma Crosby, Crosby, Providence for New York.
Schr Annie Chase, Kelly, Eastport for New York.
Schr Albert Jameson, Jameson, New Bedford for New York.
Schr Lucian, Ball, New Haven for New York.
Schr Amelia, Mott, Roslyn for New York.
Schr White Rock, Lafferty, Southport for New York.
Schr Sarah Babcock, Babcock, Greenwich for New York.
Schr Mary Miller, Miller, Port Jefferson for New York.
Schr B F Woolsey, King, Boston for New York.
Schr Sarah Bruen, Austin, Providence for New York.
Schr Independence, Mott, Glen Cove for New York.
Schr C C Morris, Endicott, Providence for New York.
Schr Marietta Smith, Preston, Greenport for New York.
Schr Julia A Tate, Tate, Bridgeport for New York.
Schr Samuel P Godwin, Williams, Stamford for New York.

BOUND EAST.

Steamer Eleanora, Johnson, New York for Portland.
Steamer Galatea, Walden, New York for Providence.
Schr American Eagle, Shaw, Port Johnson for Boston.
Schr John Green, Hunter, New York for Derby.

CLEARED.

Steamer Greece (Br), Thomas, London—F W J Hurst.
Steamer State of Indiana (Br), Sadler, Glasgow—Austin Baldwin & Co.
Steamer Suevia (Ger), Franzen, Hamburg via Plymouth—Kunhardt & Co.
Steamer Andes (Br), Williams, Port au Prince, &c—Pim, Forwood & Co.
Steamer Crescent City, Curtis, Havana—Wm P Clyde & Co.
Steamer Canima (Br), Liddicoat, Hamilton (Bermuda)—A E Outerbridge.
Steamer Montgomery, Faircloth, Fernandina via Port Royal—H Gelpcke.
Steamer Herman Livingston, Mallory, Savannah—W R Garrison.
Steamer Isaac Bell, Lawrence, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamer Eleanora, Johnson, Portland—J P Ames.
Steamer Nereus, Berry, Boston—H F Dimock.
Ship Star of Scotia (Br), Hughes, London—R J Cortis.
Ship Galatea, Harden, Philadelphia—Pendergast Bros & Co.
Bark Henry Lippett, Howes, Sydney, NSW, and Brisbane—R W Cameron & Co.
Bark Lidskjalf (Nor), Gundersen, Plymouth, E—Funch, Edye & Co.
Bark Asphodel (Br), Stone, Stranraer (Scotland)—Geo F Bulley.
Bark Fragoni e Deveto (Ital), Perassa, Cork for orders—A P Agresta.
Bark Stag (Br), Tyro, Palermo—Geo F Bulley.
Bark Joseph Baker, Ryder, Port Johnson, NJ—Miller & Houghton.
Brig Sallista, Partridge, Gibraltar—John Zittlesen.
Brig Starlight, Stover, Port Spain (Trinidad)—L, W & F Armstrong.
Schr Kothen, Brandtberg, Aux Cayes—Youngs, Smith & Co.
Schr Veto, Henderson, Cienfuegos—J W Elwell & Co.
Schr Freedom (Br), Dexter, Halifax—C W Bertaux.
Schr H C Shepherd, Steelman, Jacksonville, Fla—Warren Ray.
Schr Wm Tice, Tice, Wilmington, Del—Cartwright & Doyle.
Schr Geo C A Travers, Mitchell, Baltimore—Slaght & Petty.
Schr Mary Clark, Hall, Boston—Chas Twing.

SAILED.

Steamers Suevia (Ger), for Hamburg; Greece (Br), London; State of Indiana (Br), Glasgow; Canima (Br), Bermuda; Andes (Br), Port au Prince, &c; Crescent City, Havana; Montgomery, Fernandina via Port Royal; Herman Livingston, Savannah; Isaac Bell, Richmond, &c; Albemarle, Lewes, Del; barks Liberia, Liberia and Sierra Leone; Aalesund (Nor), Queenstown or Falmouth; Enrico Dandolo (Ital), London; Pairia (Swe), Exeter; C S Bushnell, Cuba; Ferraro (Italian), Lisbon; Texas (Ger), Bremen; Templar, Havre; Lidskjalf (Nor), Plymouth; Cuba (Br), Penarth Roads; Eliza Ouiton (Br), Cork; brigs Carolos (Ital), Smyrna; Hiram Abiff, Cardenas; schrs Earl H Potter, Barbados; C P Loud, ——.

Wind at midnight, NNW.
Barometer at sunset, 30.34.

MARITIME MISCELLANY.

For further particulars concerning ship Harvest Queen see general news columns.

We are indebted to the purser of the steamer City of Vera Cruz, from Havana, for favors.

STEAMER HATTERAS arrived at Savannah 13th inst to take on to Fernandina the cargo of steamer Huntsville, before reported at Savannah in distress.

SHIP JOHN HARVEY, from Lobos for Hampton Roads, which arrived at Callao Dec 15, was in charge of the first officer, her master, Capt John A Brown, having been arrested and taken to Chichayo, charged with having shot and killed the carpenter of the ship. Capt Brown asserts that the affair was accidental.

BARK EDWIN (Br), Borden, from Dublin for Baltimore, before reported ashore near Hatteras, has got off and been towed inside Cape Henry; will probably go to Baltimore for repairs.

SCHR GEO E THATCHER, from Baltimore, before reported at Bonlogne, has proceeded to Dunkirk under a bottomry bond of 19,000 francs, of which 14,000 were claimed for salvors. The case will probably go into the Admiralty Court.

SCHR THOS P BALL, Ryder, from Galveston for Liverpool, with cotton, put into Key West on 13th inst with foremast sprung.

SCHR RUTH H BAKER, Collins, from New Orleans for New York, with cotton, put into Key West 13th inst with pumps disabled.

SCHR SPARTEL (of Pembroke), before reported off Cape Cod with loss of deck load of laths, was from Calais, bound west.

News has been received that sealing steamer Francis Allyn, Captain Glass, was at Sandy Point Nov 3, but that she left again before the 12th. No report as yet from the schrs Golden West, of New London, or Thos Hunt, of Stonington, they probably having gone to Shetland Islands, and will not probably be heard from until much later.

SHIPBUILDING—Messrs Nickerson & Rideout, of Calais, have contracted with Capt J F Bartlett, of Orrington, to build a ship of about 1,300 tons. She is to be built of the best material and to class highest rate in French Lloyds. They are also building a bark of about 700 tons for Portland parties. It is their intention to get the ship's frame up in season to receive the benefit of the March winds. She is to be finished by Oct next and will be partly owned in Bangor.

At Millbridge, Capt J W Sawyer is hauling timber in yard for a vessel of 600 or 700 tons. Nathan Huntley, Esq., has the frame up for a 500 ton vessel. E Dyer will build one of about 400 or 500 tons. Capt W R Sawyer does not contemplate building the coming season.

WHALEMEN.

A letter from the third officer of bark Lagoda, NB, reports her at Tahiti Nov 19, having taken 420 bbls sp oil since leaving Bay of Islands last April. Lost overboard on the night of Nov 15 Joseph K Perry, a native of Brava. Reports Nov 5, ship Niger, Hallet, NB, 480 bbls sp last cruise; bark Coral, Marvin, do, 80 do—all bound to New Zealand.

A letter from Capt Lewis, of bark Lagoda, of NB, reports her off Tahiti Nov 18, having taken 400 bbls sp oil since leaving Bay of Islands; would be at New Zealand next season.

A letter from on board ship Niger, Hallet, of NB, reports her at Tahiti Nov 28, with 700 bbls sp and 500 do wh oil, all told—600 sp since leaving Bay of Islands.

SPOKEN.

Steamer Nevada (Br), Jones, from New York for Liverpool, Jan 10, lat 41 40, lon 63 43.

Ship M P Grace (new), Wilbur, from New York Oct 11 for San Francisco (not the W R Grace, Black, which left San Francisco Oct 22 for Liverpool), Nov 20, lat 26 34 N, lon 40 08 W.

Ship Therese, Shaw, from Mobile for Havre, Jan 9, off Cape Florida.

NOTICE TO MERCHANTS AND CAPTAINS

Merchants, shipping agents and shipmasters are informed that by telegraphing to the HERALD London Bureau, addressing "Bennett, No 46 Fleet street, London," or to the Paris office, addressing "Bennett, 41 Avenue de l'Opera, Paris," the arrivals at and departures from European and Eastern ports of American and all foreign vessels trading with the United States, the same will be cabled to this country free of charge.

Captains arriving at and sailing from French and Mediterranean ports will find the Paris office the more economical and expeditious for telegraphing news.

OUR CABLE SHIPPING NEWS.

BRISTOL, Jan 13—Arrived, bark Graziosa (Ital), Lavagno, Philadelphia.

BREST, Jan 6—Arrived, bark Atlantic (Nor), Ellingsen, Pensacola.

BREMEN, Jan 12—Arrived, barks Norge (Nor), Sorensen, New York; Oxford (Br), Watson, New Orleans; Goethe (Ger), Steenken, Baltimore; Ansgar (Nor), Grundersen, do.

Arrived 11th, bark Eolus, Berding, New York.

Sailed 11th, bark Olbers (Ger), Albert, United States.

BARCELONA, Jan 6—Arrived, brig Panchita (Sp), Proldis, Charleston (before reported without date).

GLASGOW, Jan 13—Arrived, bark Rebecca Caruana, Johnson, New York.

GENOA—Sailed, bark Professor Schweigaard (Nor), New York.

HAVRE, Jan 12—Arrived, bark Gem, Moseman, New Orleans.

Sailed 12th, bark Hattie Goodey (Br), Hammond, Tybee (not previously); brig R B Gove, Hodgeman, Cuba; schr Henry Norwell, Burgess, Mobile.

HONG KONG, to Jan 13—Cleared, ship Criterion, Lull, San Francisco.

LIVERPOOL, Jan 13—Arrived, schr Henry A Burnham, Haynes, Portland, Me (see below).

Sailed 13th, ship City of Boston, Crosby, Key West.

Cleared 12th, ships L L Sturges, Linnekin, United States; Tonawanda, Turley, do; Alaska, Anderson, Baltimore; barks Glen Nevis (Br), Robb, United States; Carrier Dove (Br), Simmons, do; Albion (Nor), Rade, do; Carolina (Br), Cook, do.

LONDON, Jan 12—Cleared, bark Hans Thlis (Nor), for New Orleans.

LONDONDERRY, Jan 13—Arrived, bark Countess of Dufferin (Br), McGonagle, Baltimore.

MESSINA—Sailed, bark Pleiades (Br), New York; brig Maurice, Veazie, do (before reported sailed for Boston).

PALERMO—Sailed, bark Lawrence, Howes, United States.

QUEENSTOWN, Jan 13—Arrived, bark Sedmi Dubrovacki (Aus), Taliarini, New York; brig Sarah L Hall, Morrell, Philadelphia.

SHIELDS, Jan 13—Sailed, bark George Mills (Br), for Baltimore.

SANTANDER—Arrived, bark Paquete de Cantabria (Sp), Vila, Savannah.

LONDON, Jan 13—Schr Henry A Burnham, Haynes, from Portland, Me, which arrived at Liverpool to-day, was obliged to jettison 200 tons of guano.

FOREIGN PORTS.

CALLAO, Dec 24—Arrived, brig North Star, Morehouse, Valparaiso.

CARDENAS, Dec 29—Arrived, schrs Edna Harwood, Turner, New York; 31st, Emerson Rokes, Marston, Havana; Jan 3, brigs Sarah Harris (Br), Walker, Troon; 4th, Zanoni (Br), Le Blanc, Lingan, CB; schrs Theresa A Keene, Keene, Havana; 10th, Abbie, Oakes, Portland; 11th, J H Stickney, Fooks, Demerara.

Sailed 11th, brig H Houston, Griffin, north of Hatteras.

CAIBARIEN, Jan 4—Arrived, schr Clara Smith, Packard, Havana.

CIENFUEGOS, Jan 2—In port, brig Golconda, Lord, from Barbados, unc.

HUANILLAS, Dec 4—In port, ships Geneva, McLoon; St Mark, Grindle; Rossignol (Br), Butler; Matchless, Dawes; Leonora, Griffin; Cambridge (Br), Hill; Clarlow (Br), Curwen; Francenia, Otis; Arizona (Br), Williams; Ellen Austin, Mitchell; Jas Edwards (Br), Weeks; Crown Prince (Br), Cochran; barks J H McLaren (Br), Ludlow; Alice Cooper (Br), King; Dartmouth (Br), Raymond; Truro (Br), Harris; Florence Chipman (Br), Williams; Moonbeam, Field; Antwerp (Br), Chambers.

HAVANA, Jan 13—Arrived, Jack Oliver Emery (Br), Swartridge, Newport, E; brig Annie (Br), Smith, St John, NB.

Sailed Dec 31, brigs Marshall Dutch, Turner, Mobile; Jan 1, I Howland, Lakeman, Cardenas; 5th, schrs Jas A Brown, Collins, do; Chas A Jones, Kent, Matanzas.

HALIFAX, Jan 13—Arrived, steamer Hibernian (Br), Archer, Baltimore for Liverpool (and proceeded).

Sailed 12th, brigs M H Morris (Br), Patterson, Porto Rico; Ellie E Butler (Br), do.

MATANZAS, Jan 3—Arrived, brigs Magdala (Br), Tralton, and Para (Br), Stevens, St John, NB, via Cardenas.

Sailed 6th, brig Sarah B (Br), Townsend, north of Hatteras (not as telegraphed).

PABELLON DE PICA, Dec 4—In port, ship Jumna (Br), Fraser; Athena (Br), Davis; Hercules, Snow; Quebec (Br), Reed; Alert, Littlefield; Lorette Fish, Carney; Brookville (Br), Barry; Sylvanus Blanchard, Green; Abner I Benyon, Watts; Trimountain, Jones; Saratoga, Kendall; Alida, ——; Hudson (Br), Nicholas; Invincible, Strickland; G Strickland, Gammans; Riverside, Woodward; Hermon (Br), Douglas; Champion of the Seas (Br), Wilson; barks North Star (Br), Roberts; J W Scammell (Br), Edmond; Gen Fairchild, Kelly; Hattie M (Br), Eaton; Donald Ferguson (Br), Ross.

POINT LOBOS, Dec 4—In port, ships Nesutan (Br), Brown; Occidental, Dunphy; Hattie E Tapley, Tapley; Louis Walsh, Veitie; R Robinson, Smith; Antoinette (Br), Scott; Intrepid, Simmons; Jamestown, Call; Resolute, Nickels; Stewart Lane (Br), Hickman; W M Reed, Bruce; Peter Young (Br), ——; P G Carvill (Br), MaFee; St James (Br), Henderson; P G Blanchard, McIntyre; Princeport (Br), Brown; Eldorado, English; barks Quickstep, Chase; Annapolis (Br), Delap; Argosy (Br), Hatfield; Pern, Kenny; W T Harwood (Br), Dowley; Mary Wiggins (Br), Mosher; Nevada (Br), Rockway; Gaia (Br), Bigsby.

SAGUA, Jan 5—In port barks R H Purrington, Cresby, wtg; Jose E More, Carlisle, disg; brigs Ernest, Sinnott; Hyperion, Clark; Proteus, Farr, and Sagua, Munday, do; G F Geery, Conklin, wtg; schrs Northern Light, Wallace, and M M Knowles, Dow, do; Fannie A Bailey, Hutchinson, and L M Knowles, Dinsmore, disg.

Arrived Jan 10, brigs K E Leighton, Leighton, Martinique; Ellen P Stewart, Miller, Philadelphia; schr M E Thompson, Gilkey, Portland.

ST JAGO, Dec 23—Arrived, brig E A Barnard (Br), Willeby, Baltimore.

ST JOHNS, NF, Dec 30—Arrived, brigs Osprey, Owen, New York; Jan 2, Frank Clark, Morton, do.

Sailed Dec 23, brig Ann Elizabeth (Br), Burgess, New York; schrs Santa Rosa, Herrick, do; Stadacona, Bergeson, Boston.

ST JOHN, NB, Jan 13—Arrived, schrs Allie Burnham, Baxter, Savannah; Howard Holder (Br), Philadelphia.

AMERICAN PORTS.

ASTORIA, O, Jan 11—Arrived, ship Price, Umberto (Br), Scott, San Francisco.

BOSTON, Jan 13—Arrived, steamer Wm Crane, Howes, Baltimore; schrs L D Baker, Baker, Virginia; A S Wiley, Morrison, do; W H West, Higgins, do; Mary E Nason, Paine, do; H Atwood, do; Florence J Lockwood, St John, Alexandria; Sunlight, Etheridge, do; R F Hart, Coombs, Charleston; J B Atkinson, Atkinson, Philadelphia.

Cleared—Brig Aristos (Br), Tucker, Surinam; schrs Annie Amsden, Matheson, Cienfuegos; Mabel, Maloney, Savannah.

Cleared 12th, schr Blanche Dew, Chase, Savannah.

BALTIMORE, Jan 13—Arrived, steamer Blackstone, Hallett, Providence; barks Tuiske (Ger), Von Thulen, Hamburg;