WASHINGTON.

Secretary Robeson Explains His Action on the Failure of Jay Cooke & Co.

NAVY DEPARTMENT ACCOUNTS.

Discussion of Ante-War Questions by Republican Senators.

BOUTWELL ON SLAVERY.

Starving Condition of the Indians About Fort Sill.

FROM OUR SPECIAL CORRESPONDENT.

WASHINGTON, March 30, 1876.

THE ACCOUNTS OF THE NAVY DEPARTMENT—THE NECESSARY DELAY IN SETTLEMENT—POSITIVE DENIAL OF THE EXISTENCE OF ANY DEFICIENCY—NO ADDITIONAL APPROPRIATION TO BE ASKED FOR AND NO LAW VIOLATED.

Concerning a story in circulation that some drafts at four months against the Navy Department have not been paid on presentation, the Secretary of the Navy says that the presumption drawn that he has spent the appropriation is false; that there is no deficiency; that the agents of the navy in London have the money to cover these drafts now in their possession in London, but that the incoming drafts due between now and the close of the fiscal year will, as a matter of course, exhaust all the funds as the appropriation is meant by the House of Representatives to cover only the necessary outlays. He explains that the accounts of the pay of the navy are necessarily diverse and scattered; that he has seventy paymasters, each of whom needs some surplus cash in hand and if each has only $5,000 this would amount to a large sum scattered all over the world, the balancing of which comes in necessarily slowly and at irregular periods.

The Navy Department keeps this pay account with a banker in London with the general understanding that it may draw on him if necessary at times beyond its balance with him. The government was often $1,000,000 behind hand with the Barings, but, so far as the navy accounts go, this all came in as the paymasters settled their accounts. But he adds that the accounts and balances being at such distant points it is not possible to bring them all in promptly at a given time, and the appropriations allowing no surplus or working capital, there must sometimes be such a condition of things as this. If, therefore, the pay account of the navy is low this is not because there has been waste or there is a deficiency, but because of the necessary delay in settling outstanding accounts. He adds that to complicate this matter of settlement all expenses of the navy, as for the Marine Corps, repairs machinery, &c., abroad are paid out of the London balance, and the pay account is afterward reimbursed by the Treasury out of the other appropriations, which, of course, increases the delay in the settlement of this account. Hence the periodical necessity of overdrawing his balance in London while there is no actual deficiency, and this has always been the case when the Barings were the government agents. He denies, therefore, positively that there is any deficiency, and asserts that the pay account and all other accounts of the navy are correctly kept; that he has not expended his whole appropriation, but has his affairs in such shape that he will ask for no deficiency appropriation nor need any, but that all his payments for the year will be made out of the appropriations of the year. He adds with great positiveness that it is false that he has used money from one appropriation to expend for another; that this is contrary to law, and under the system of audit in the Treasury impossible, and that all charges of this kind are totally false and groundless.

The reports which have been set afloat on this subject seem here to have come from persons representing the agents of the navy in London, and, as they are thus groundless, they ought to be contradicted. It is understood that Mr. Robeson does not mean to evade any possible investigation by the House, but, on the contrary, means to assist the committee in every way. There are some details in the following account which do not appear in Mr. Robeson's published letters, and these it is just to him to make known. Mr. Robeson remarked this evening, in conversation with a friend concerning the despatches of his recently published, that they do not give an entirely accurate account of his action in the matters they concerned. He said that it should be understood that on the 16th of September, two days before Jay Cooke & Co. failed, and when he, of course, had no idea that they were going to fail, the time had come for a usual remittance to Jay Cooke, McCulloch & Co., London, who were agents of the navy, and he accordingly ordered this remittance of a million; that in a despatch, not yet printed, of the 18th, he ordered the acting secretary to stop this remittance, Jay Cooke having then failed, and that the second despatch, given in the HERALD, was Commodore Reynolds' answer to this order, reporting that the remittance had been "stopped in time. What actually happened, he says, was that the draft had been given to Jay Cooke & Co. to be transferred, but was returned by them to the Treasury. Next he telegraphed to Paymaster Bradford, then in London, in conjunction with Mr. Cattell, to stay and look into the affairs of Jay Cooke, McCulloch & Co., the question being whether the house was safe and whether the government's balance with them, at that time about $900,000, was secure. This was the occasion of the despatches from Bradford, which have been printed, and he says his instructions telegraphed over have not been printed. Meantime he found it necessary to keep Paymaster Bradford in funds to honor the drafts of distant paymasters as they should arrive, in case Cooke, McCulloch & Co. could not or would not. For this purpose he caused the transfer of $1,500,000 to Paymaster Cutler in New York, and caused him to buy exchange on London, or rather to get transfers by cable, Cutler paying in New York only on a telegraphic certificate that an equal sum was deposited in London. Cooke, McCulloch & Co. in the meantime, he says, went on paying drafts as they came to hand, and the Secretary took measures to obtain from the house all the securities he could get, pressing them constantly. About the 20th of October the agent of Cooke, McCulloch & Co. came to him and represented that the house was going on, that it had honored all the Navy's drafts and that the Navy's balance was drawn down, so far, to about $600,000; that they felt entitled to ask for a new remittance. On this question Mr. Robeson took the advice of the then Secretary of the Treasury and the President, and they agreed to do so, moved by the fear of causing disaster if they refused—not only to Cooke, McCulloch & Co., but to other American banking houses in London. He therefore agreed to remit them $1,000,000, in October and November, in instalments, and took new securities abundantly covering the new remittance and the old balance. When Cooke, McCulloch & Co. were forced into liquidation then and thereafter Paymaster Bradford took up the drafts of the navy against the House as they came in out of funds in his charge. At present Cooke, McCulloch & Co. owe the government about $700,000, which, Mr. Robeson points out, is $200,000 less than when the panic broke out, and for this debt he has securities which will be realized in such manner as to reimburse the Treasury, principal and interest, by the 1st of July or during the present fiscal year. Thus he claims that he has lost nothing, and that his action is justified by the event.

GOVERNOR AMES' RESIGNATION—HOW IT IS REGARDED IN WASHINGTON—SATISFACTION OF MISSISSIPPI REPUBLICANS.

The resignation of Governor Ames in Mississippi, following so closely after the resignation of Lieutenant Governor Davis, cleans the political atmosphere of the state. It has been expected here for some time, as it was pretty certain that he would have been convicted had he not resigned, and the delay was occasioned, as is supposed here, by attempts at negotiation with the democrats, which broke down. The Acting Governor, Stone, is a democrat, but is well spoken of by the republicans, who consider him a fair and upright man who will deal honestly and impartially and make a good Governor for the State.

The resignation of Ames breaks the power of the ring of followers and favorites of his who have misruled the State and will enable the republican part in the State to reorganize on a sound basis and to make themselves a formidable and respectable opposition, if they do not carry the State. Mississippi republicans here are very well satisfied with the result, and believe the future of their State to be more hopeful at this moment than for years before. Meantime, Senator Morton does not seem to be aware that the bottom has fallen out of his Mississippi investigation.

FROM OUR REGULAR CORRESPONDENT.

WASHINGTON, March 30, 1876.

ACRIMONIOUS DEBATE ON THE MISSISSIPPI RESOLUTION—AN OLD TIME ANTI-SLAVERY SPEECH FROM BOUTWELL—INSULTING LANGUAGE TO SOUTHERN SENATORS.

The republican Senators are disposed to take up the wrangle with the Southern democracy where Mr. Blaine left it in the House. During the debate to-day on the Mississippi investigation question, while Mr. Bayard, of Delaware, was speaking, Mr. Boutwell, of Massachusetts, interrupted him several times, for which he finally received a somewhat sharp rebuke. As soon as Mr. Bayard had finished Mr. Boutwell rose to his feet and responded in those tones and terms of intense radicalism which, in days gone by, have electrified the legislative halls of both houses. He delivered a regular old-fashioned anti-slavery times, fugitive slave law dissertation and was unsparing even to cruelty in his criticisms of the Southern people. Long after he had ceased the hot blood could be seen reddening the faces of the Southern Senators, especially those who had served in the Confederate army during the war. But they kept their temper exceedingly well, Senators Withers, of West Virginia, and Maxey, of Texas, replying to Senator Boutwell in emphatic but reasonably conservative sentences. One of the Eastern Senators, who was very much pleased with the unsparing laceration which the latter had given the South said he thought he heard the tones of the Old South Church bell in Boston ring out again. Senator Morton followed with a caustic application to the wounds opened by Senator Boutwell. Unless great discretion assumes the sway there will probably be much more of this acrimonious debate, and the scenes of the House will be re-enacted. The republican Senators are provoking their opponents by what they call the arrogance of the South in manner and legislative action and hope to get some Senatorial Ben Hill to speak out his mind in retort.

THE FRAUDS IN THE INDIAN BUREAU—A REPUBLICAN MEMBER OF THE COMMITTEE AS COUNSEL FOR THE DEFENCE—FAVORITISM TOWARD THE RING.

During the examination of witnesses by the Indian Committee to-day Mr. Page, one of the members who cross-examines them, lost his temper because one of the spectators handed a note to the chairman. Mr. Page protested. Mr. Scales and Judge Wilshire said that they were glad to get information from any one. The country wanted the truth, and the chairman said they would thank any person who gave them facts that would lead to the exposure of frauds.

J. E. Barrows, of New York city, testified that he was a contractor, but had lost his bids, though he was lower than any competitor; in each instance ex-Commissioner Smith had managed to give the contracts to members of the Indian Ring, though they always bid higher than the witness did. He gave the following damaging statement of the way the fraudulent contracts were obtained:—

In July, 1874, Mr. L. Zeckendorf, of Tucson, Arizona, John Hughes, of Denver, and the witness, J. E. Barrows, were bidders in the name of Zeckendorf for furnishing beef cattle to the different Indian agencies in in Arizona, the amount in the aggregate being 6,000,000 or 7,000,000 pounds. When the bids were opened at the Interior Department by Commissioner Smith the bid of witness' firm was found to be the lowest, and they expected to get the contract, as all the requirements in the proposal were complied with. The checks accompanying the bid were duly certified by New York national banks to the amount of $32,000. On the day after the proposals were opened D. W. C. Wheeler, of New York; J. W. Bosler, of Pennsylvania, and Lew Smith, of Leavenworth, Kansas, had put in two or three bids, one in the name of Trainer, of Texas, which was the next above Zeckendorf's; one in the name of Smith, the third or fourth above witness' firm. Mr. Zeckendorf demanded the contract of Commissioner Smith, but was refused, and no explanation was given. The contract was finally awarded to Lew Smith in the interest of Messrs. Bosler and Wheeler. The difference in the price of the contract was from $30,000 to $40,000, which of course was a total loss to the government and the Indians. The witness went on to say that on the day the bids were to be opened Wheeler said that the witness should never secure the bids. After the contract was awarded to the Ring a check for $3,000 was presented to Hughes to keep him quiet.

The check for that amount was given by Lew Smith, one of the successful contractors, but it was drawn by Bossler, the Ring contractor, and it was on Kountz & Co., of New York. In 1874 the witness, Mr. Barrows, bid in the contract for transportation of Indian supplies from Cheyenne to Red Cloud agency. He was the lowest bidder, but McCann received the contract at prices largely in excess of those put in by the witness. The advertisement for proposals said that bids would only be received from Cheyenne, yet a private agreement was made between McCann and Commissioner Smith to accept McCann's bid for transportation from Omaha to Red Cloud via Cheyenne, which was in violation of the stipulations of the contract as advertised.

THE INDIANS ABOUT FORT SILL IN A STARVING CONDITION—DANGERS OF AN UPRISING AND DISASTROUS CONSEQUENCES LIKELY TO FOLLOW—EFFORTS TO AVOID THE DIFFCULTY.

Considerable apprehension is felt at the War Department owing to recent advices received from the military officials at Fort Sill that the Indians, to the number of 7,000, are actually suffering for want of something to eat, and are, in fact, on the verge of starvation. The troops have no spare rations to give them, and there is but a force of about 500 men in the post, which, in the event of a rising on the part of the Indians, makes the soldiers' position precarious. This danger is seriously apprehended by the officers of the War Department, as they know that the first thing an Indian will do before he starves is to rise up against the authorities and take to the plains, which is now an act of war. Such a course with the threatening attitude of Sioux in the northwest, who would communicate with them by war parties and couriers, would render the whole border untenantable, and cause certain destruction of the troops. The Secretary of War forwarded the papers to the Secretary of the Interior, with the request that supplies may be sent to the suffering Indians and their families, and that the appropriations may be hastened to enable the department to do all that is required. Secretary Chandler will accordingly urge that the House and Senate take early notice of this condition of affairs, and the War Department will second him, in order to avoid, if possible, the chances of a war, which the military authorities here regard as most imminent. In a word, at no time for many years past has the War Department felt so much concern on the score of Indian affairs as at the present moment.

NO TRANSFER OF THE INDIAN BUREAU PROBABLE.

Senator Allison, of Iowa, chairman of the Senate Committee on Indian Affairs, does not think that there is much likelihood of the transfer of the conduct of Indian affairs by Congress to the War Department. He is in favor of the appointment of a commission to take two years to examine into and decide upon and recommend a plan to be adopted for the full investment and management of the Indians.

THE PRESIDENT'S ILLNESS—APPREHENSIONS FELT BY HIS FRIENDS—THE SENATE PRESIDENCY PRO TEM. QUESTION LIKELY TO BE REVIVED.

The illness of President Grant occasions much concern at the Capitol. The attack promised to be of short duration last evening, but the indiscreet going out of the President yesterday afternoon to ride has aggravated his indisposition and demanded afresh the efforts of his attending physician, Dr. Basil Norris, who was obliged to remain at the White House during last night as a precaution against any sudden and unfavorable change. Considerable apprehension continues to be felt lest the President's illness may culminate in something of the paralytic or apoplectic type. His habits have changed greatly of late. He was accustomed to ride a great deal on horseback, keeping up his army physical training, but latterly he has foregone this exercise, growing quite stout thereby, and his life has been more sedentary and laborious in office work. This, it is thought, would tend to make him liable to the serious influences of sudden strain upon his nervous system, and accounts, in a great measure, for his present sickness. The subject makes fresh talk among Senators, as the continuance of President Grant's indisposition would revive the old question about the President *pro tem.* of the Senate.

THE SPIRIT TAX LAWS—THE NEW YORK PRODUCE EXCHANGE IN EXPLANATION OF ITS MEMORIAL.

The New York Produce Exchange committee to-day were heard by the Sub-Committee of Ways and Means. The memorial and occasion for it were explained by the Chairman of the committee, Mr. W. S. Miller. Mr. Bristow stated fully the business evils and oppressions resulting from the present practices of internal revenue officers, while the legal aspects of the case were developed by Colonel Hill, who dwelt particularly upon the bearing of Judge Giles' decision, of Baltimore, of day before yesterday. The reception of the memorial was most favorable, and at the request of Mr. Hancock the Produce Exchange delegates are reducing their views to writing and drawing a proposed amendment, which will accord with Mr. Meade's bill in so far as it relates to that especial subject. A petition was presented to-day by Mr. O'Brien, of Maryland, in favor of this bill, signed by all the chemical manufacturing and wholesale druggists in the city of Baltimore, and one from New Haven was also presented, signed by all the wholesale liquor dealers of that city. The Produce Exchange committee will submit their papers to the Commissioner of Internal Revenue before returning to New York.

SENATOR CONOVER, OF FLORIDA, AND THE CHARGES AGAINST HIM WHEN STATE TREASURER.

For some time past there has been a movement in political circles in Florida, aiming to effect the indictment of Senator S. B. Conover, for alleged acts while he was State Treasurer. Despatches received here to-day state that immediately upon the examination of Mr. F. H. Gamble, who was State Comptroller when Senator Conover was Treasurer of the State of Florida, the State withdrew from the case, as his testimony exculpated Senator Conover.

GENERAL WASHINGTON DESPATCHES.

WASHINGTON, March 30, 1876.

GENERAL SCHENCK'S TESTIMONY BEFORE THE COMMITTEE OF FOREIGN AFFAIRS—DISCREPANCIES IN HIS LETTER OF RESIGNATION EXPLAINED—WHAT A LONDON STOCKHOLDER PROPOSES TO PROVE.

Mr. Schenck again appeared before the Committee on Foreign Affairs to-day. Mr. Swann said he was instructed by the committee to say to Mr. Schenck that the committee would retain the control of the examination in reference to matters connected with him. All questions would be put to him through a member of the committee, and he would reply to the committee and not to outside parties. Mr. Schenck made an explanation with regard to his resignation as a director of the Emma Mine Company, denying, as Lyon had testified, that he had concealed the fact from December till the 12th of January. He made no effort to conceal the fact which was generally known. He also explained the discrepancies, as called to his attention by Mr. Springer, between the letter of resignation to the company and that purporting to be a copy transmitted to Secretary Fish. He had prepared and retained the rough draft from which he had written, with modification, the letter sent to the company.

Mr. Hewitt called attention to the following telegram, received to-day:—

CHAIRMAN OF THE COMMITTEE ON FOREIGN AFFAIRS:—In confirmation of Lyon's evidence I have the original draft of Schenck's letter of resignation in Park's handwriting, and respecting operations I have proof that Schenck received a cable telegram in Paris, on the 16th December, from Park, advising sale on the intended passing of dividends, and Schenck sent Cheseborough a telegram to sell 2,000 shares for him.

McDOUGALL,
Chairman Emma Mine.

Mr. Schenck said he was confident that no such draft of a letter in Park's handwriting existed. He was advised by Park to sell at that time, but he sent no telegram to Cheseborough for such purposes.

Mr. Schenck will appear again to-morrow, when interrogations will be propounded to him.

The committee adjourned till to-morrow.

Mr. McDougall, who sent the above telegram from London, is a stock dealer in that city and is the proprietor of *The Hour* newspaper and its money editor. Since the Emma mine shares went down in the market he is said to have bought up at a very low price enough shares to secure a controlling interest in the company. He is reported to have profited largely by his own speculations in the Emma mine stock by buying when it was down to £1 or £2 per share. He himself was not originally in the company, it is stated, nor one of those who suffered by the depreciation of the stock.

Chairman Swann, with the concurrence of the committee, has telegraphed McDougall to forward such proofs as he may have in support of the truth of his telegram.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURES FROM NEW YORK FOR THE MONTH OF APRIL.

Steamer.	Sails.	Destination.	Office.
Egypt	April 1	Liverpool	69 Broadway
Hatsbury	April 1	Bremen	2 Bowling Green
Baltic	April 1	Liverpool	37 Broadway
City of Chester	April 1	Liverpool	15 Broadway
Labrador	April 1	Havre	55 Broadway
Ethiopia	April 1	Glasgow	7 Bowling Green
Wyoming	April 1	Liverpool	29 Broadway
Algeria	April 5	Liverpool	4 Bowling Green
Cimbria	April 6	Hamburg	61 Broadway
State of Indiana	April 6	Glasgow	72 Broadway
Republic	April 8	Liverpool	37 Broadway
City of New York	April 8	Liverpool	15 Broadway
The Queen	April 8	Liverpool	69 Broadway
Neckar	April 8	Bremen	2 Bowling Green
Victoria	April 8	Glasgow	7 Bowling Green
China	April 12	Liverpool	4 Bowling Green
City of Richmond	April 13	Liverpool	15 Broadway
Suevia	April 13	Hamburg	61 Broadway
Rotterdam	April 13	Rotterdam	50 Broadway
Germanic	April 15	Liverpool	37 Broadway
Helvetia	April 15	Liverpool	69 Broadway
Amerique	April 15	Havre	55 Broadway
Oder	April 15	Bremen	2 Bowling Green
California	April 15	Glasgow	7 Bowling Green
Idaho	April 18	Liverpool	29 Broadway
Rothnia	April 19	Liverpool	4 Bowling Green
State of Pennsylvania	April 20	Glasgow	72 Broadway
Gellert	April 20	Hamburg	61 Broadway
Celtic	April 22	Liverpool	37 Broadway
Bolivia	April 22	Glasgow	7 Bowling Green
France	April 22	Havre	55 Broadway
England	April 22	Liverpool	69 Broadway
City of Montreal	April 22	Liverpool	15 Broadway
Main	April 22	Bremen	2 Bowling Green
Nevada	April 25	Liverpool	29 Broadway
Pommerania	April 27	Hamburg	61 Broadway
Adriatic	April 29	Liverpool	37 Broadway
City of Paris	April 29	Liverpool	15 Broadway

☞ NOTICE TO CAPTAINS OF VESSELS ENTERING THE PORT OF NEW YORK AT NIGHT.—The NEW YORK HERALD has adopted a distinguishing Coston night signal for use on board the HERALD steam yacht, showing while 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	5 46		Gov. Island	morn	12 19
Sun sets	6 23		Sandy Hook	eve	11 34
Moon sets	morn	12 35	Hell Gate	morn	2 04

PORT OF NEW YORK, MARCH 30, 1876.

ARRIVALS.

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

Steamer State of Indiana (Br), Sadler, Glasgow March 18 and Larne 20th, with mdse and 20 passengers to Austin Baldwin & Co. Had fine weather all the passage.

Steamer Kenilworth (Br), Prowse, Antwerp March 17, with mdse and 78 passengers to Peter Wright & Sons.

Steamer Crescent City, Curtis, Havana March 26, with mdse and passengers to Wm P Clyde & Co. March 27, no lat, &c, passed schr B J Willard, from Trinidad for New York.

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

Steamer E C Knight, Chichester, Georgetown, DC, with mdse to J L Roome, Jr.

Steamer Pottsville, Winnett, Philadelphia, with mdse to James E Ward & Co.

Bark Maria (Aus), Cammus, Cork 54 days, in ballast to order.

Bark Paolina (Ital), Ferrigal, Cork 50 days, in ballast to order.

Bark Varadis (Nor), Petersen, Dublin 55 days, in ballast to G Tobias & Co. Came the southerly passage and had variable weather.

Bark Carlo R (Aus), Golubovich, Galway, Jan 31, in ballast to order. Anchored in Gravesend Bay for orders.

Bark Perseverante (Ital), Bozzo, Dunkirk 61 days, in ballast to Slocovich & Co.

Bark Omega (Ital), Frasconara, Palermo 74 days, with fruit to order.

Bark Rocket, Atkinson, Porto Cabello 19 days, with coffee to Joseph Agostini.

Bark Agil (of Bermuda), Hill, Cienfuegos 13 days, with sugar to Brooks & Co; vessel to Middleton & Co. March 28, 100 miles NE of Cape of Delaware, had a heavy gale from SE to SW, with torrents of rain and high sea, washing deck fore and aft.

Bark Romo (of Londonderry, NS), McKenzie, Matanzas 6 days, with sugar, &c, to E D Morgan & Co; vessel to J F Whitney & Co.

Bark Clara E McGilvery (of Steckton), Walnut, Cardenas, via Delaware Breakwater, 10 days, with molasses to Wm Walsh; vessel to master.

Brig Princess Beatrice (of Sydney CB), Simmons, Point a Pitre 13 days, with sugar to H A Vatable & Son. March 28, off Hatteras, had a heavy gale from SE to SW.

Brig Louisa Price (Br), Brown, Guantanamo 17 days, with sugar to Brooks & Co; vessel to R Murray, Jr.

Brig Chas A Bovey (of St John, NB), Holder, Calbarien 9 days, with sugar to Knowlton & Co; vessel to P I Nevins & Sons. Had strong SSE gales since passing Hatteras; March 25, lat 32 45, lon 78 25, passed an American steamer, fore and aft rigged, standing S under canvas.

Brig Winfield (of Yarmouth, Me), Bibber, Matanzas 11 days, with sugar to Bastian & Hoffman; vessel to Benner & Pinkney.

Brig Rabboni (of Bangor), Coombs, Cardenas 7 days, with sugar to Alexander Brown; vessel to Miller & Houghton. March 25, lat 31 20, lon 77 30, passed a schooner waterlogged and abandoned, and stripped of sails, &c.

Schr Nymph (of Belize, Hon), Brown, Belize, Hon, 14 days, with hides, &c, to Leavcraft & Co. Was 3 days north of Hatteras, with strong SE gales; March 26, lat 31 17, lon 78 07, passed a schooner waterlogged and abandoned; had full poop deck forward, masts standing and all sails gone; appeared to be but a short time in that condition.

Schr Edwin J Palmer, Stephens, Laguna 25 days, with cedar and sugar to Theland Bros. Had strong head winds the greater part of the passage; March 20 and 21, lat 29 50, lon 79, had a furious cyclone veering from E to WSW, with terrible cross sea, which filled the deck, deck house and galley, started deck load and everything about deck, stove in after hatch, bulwarks, boats, water casks, and caused other damages; barometer at 29 29; 24th, lat 33 03, lon 75 36, passed wreck, bottom up, apparently a brig of 150 tons and hat recently capsized, having part of foreyard and topgallant yard, with sail attached, floating alongside; she was metalled; 25th, passed Hatteras in a fearful southerly gale; 28th, went into Delaware breakwater for shelter from southerly gale; left again 29th.

Schr Virginia E Palmer, Boston (of Philadelphia), Kinney, Trinidad 21 days, with molasses to order. March 25, lat 36, lon 75, had a heavy SE gale, during which shipped a sea which started cabin house and filled the cabin.

Schr Mabel F Staples (of Harrington), Cole, Calbarien 7 days, with sugar to Tucker & Lightburn; vessel to Brett, Son & Co. March 28, had a heavy gale from SSE; split foresail and broke foreboom.

Schr Ben, Munsell, Cienfuegos via Delaware Breakwater 18 days, with sugar to Maitland, Phelps & Co; vessel to Squire Bros; March 21, lat 30 58, lon 78 26, saw a vessel to the leeward with an ensign set union down; bore down to her, which proved to be the schr F Satterley (before reported), in a sinking condition; the captain wished to be taken off; it blowing a gale from WSW and a heavy sea running, got two men off, and night coming on lay by her and took the remainder off next morning; 23d, transferred four of the crew to the schooner S S Hudson, and landed the remainder at Lewes, Del; 24th, lat 31 40, lon 77 3, fell in with the schooner D Talbot, of Camden, abandoned (before reported), with mainmast and bowsprit gone, foremast standing, apparently not long in that condition; 26th, had a heavy gale from SE to SSW.

Schr Charley Rucki (of Belfast, Me), Rogers, St Jago, 16 days, with sugar to S W Welsh; vessel to C Mudgett.

Schr Lavinia Bell (of Port Jefferson), Aldridge, Baracoa 10 days, with fruit to Gomez, Pearsall & Co; vessel to B J Wenberg. March 28 lat 35 20, lon 74 30, had a heavy gale from SE; at 11 PM shipped a heavy sea, which filled cabin with water, carried away side lights and washed John Jones, aged 24 years, a native of Setucket, LI, from the wheel overboard and he was drowned; since, moderate weather.

Schr Elizabeth M Cook (of Calais), Cook, Matanzas 7 days, with sugar, &c, to Jules Sazerac & Co; vessel to Jed Frye & Co.

Schr Tasso (of St John, NB), Buckard, Cardenas 11 days, with sugar to P I Nevins & Sons. Had a succession of heavy SE and NW gales during the passage; March 25, lat 33 17, lon 75 20, passed schr D Talbot, of Camden, abandoned (before reported); the foremast, with gaff swinging to it was standing, mainmast lying on deck; she was very deep, as if full of water.

Schr Geo S Marts (of Dorchester, NJ), Marts, Cardenas 10 days, with sugar to Bastian & Hoffmann; vessel to Slaght & Petty.

Schr A F Whitney (of Thomaston), Masters, Cardenas 7 days, with sugar to E D Morgan & Co; vessel to H W Loud & Co.

Schr Henry A Taber, Benham, Fulton, Texas, 14 days, with beef to ordr; vessel to master. Had heavy weather; lost foresail.

Schr Franklin, Miller, Indianola 25 days, with hides, &c, to Tupper & Beattie.

Schr Hattie Card, Moore, Jacksonville 5 days, with lumber to order.

Schr J H Lockwood, Hardcastle, Jacksonville 9 days, with lumber to Van Brunt & Bro.

Schr Harbinger, Dodge, Jacksonville 7 days, with lumber to F H Smith & Co.

Schr Lexington, Leighton, Jacksonville 7 days, with lumber to Warren Bros.

Schr Nettie Walker, Drew, Jacksonville 7 days, with lumber to Chase, Talbot & Co.

Schr Jesse Clark, Day, Fernandina 8 days, with naval stores to E D Hurlburt & Co.

Schr Julia R Floyd, Squires, Georgetown, SC, 7 days, with naval stores to E D Hurlburt & Co.

Schr J W Anderson, Anderson, Wilmington, 6 days, with naval stores to Slaght & Petty.

Schr E E Birdsall, Warren, Norfolk.

Schr H L Slaght, Willetts, Virginia.

Schr John Young, Curtis, Virginia.

Schr John Mosser, Doane, Virginia.

Schr E B Wharton, Bush, Virginia.

Schr Mary Price, Campbell, Virginia.

Schr B H Hoyt, Maxwell, Virginia.

Schr Ovetta, Harvey, Virginia for New Haven.

Schr John D Williams, Smith, Baltimore.

Schr Adrianna, Merrill, Baltimore.

Schr Adrianna, Merrill, Philadelphia for Providence.

Schr Goddess, Pierce, Philadelphia.

Arrived 29th—Brig St Pierre (Fr), Habean, St Pierre, Mart, 16 days, with sugar to H A Saau & Son.

RETURNED—Ship Priscilla (Ger), Bichoff, hence March 29, for Bremen to C Tobias. Returned on account of a bad leak, the vessel making 5 inches of water an hour.

☞ Bark Nordhovet (Nor), from Liverpool, which arrived 29th, reports Feb 10, lat 42 N, lon 29 W, having passed the wreck of a schooner, with foremast gone; mainmast standing; there were two white deck houses, and she was apparently lightly loaded.

☞ Bark Ada Barton (Br), from Matanzas, which arrived 29th, reports:—March 29, lat 28, lon 79 30, in a gale from W, veering to NW, lasting 24 hours; had decks washed, and after the gale found the vessel making water, so as to require pumping every two hours.

☞ Bark Hypatia (Br), from Liverpool, which anchored at Sandy Hook 27th inst, came up to the city yesterday.

☞ The brig Milo, as published in yesterday's edition, should have been brig Orloff.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer General Whitney, Hallett, Boston for New York.
Steamer City of New Bedford, Fish, New Bedford for New York.
Steamer Galatea, Walden, Providence for New York.
Brig Starlight, Stover, Ponce via New Haven for New York.
Schr Defiance, Thorndike, Rockland for New York.
Schr Florence V Turner, Walker, Rockland for New York.
Schr T C McClelland, Parr, Portland, Me, for New York.
Schr Spartel, Crosbie, Calais for New York.
Schr Free Wind, Frisbie, Providence for New York.
Schr Walter H Thorndike, Cushman, Rockland for New York.
Schr S E Nash, Nash, Westerly for New York.
Schr A S Cannon, Norberry, Providence for Philadelphia.
Schr J D Ingraham, Portland for Philadelphia.
Schr Maggie Ellen, Portland for Philadelphia.
Schr Fleetwing, Kennison, New Bedford for New York.
Schr Hastings, Chase, New Bedford for New York.
Schr Mahaska, Williams, Portland for New York.
Schr W D Mangum, Chase, New Bedford for New York.
Schr Dart, Williams, Stamford for New York.

BOUND EAST.

Steamer Eleanora, Johnson, New York for Portland.
Schr Thos Jefferson, Plunkett, New York for Northport.
Schr Helen Mar, Nickerson, Philadelphia for New London.
Schr Ralph Howes, Plunkett, Port Johnson for Portland.
Schr J H Perry, Baker, Philadelphia for Boston.
Schr Julia & Martha, Hopper, New York for Boston.
Schr F T Willetts, Pensacola for New Haven.
Schr Nettie S Rudolph, Baker, Philadelphia for Boston.
Schr J T Lanzee, Blower, Virginia for New Haven.
Schr Annie J Russell, New York for Portland, Ct.
Schr E Ross, Carpenter, Port Johnson for Providence.
Schr Phil Sheridan, Murphy, New York for Bridgeport.
Schr A Gurney, Gurney, Amboy for Providence.
Schr Z A Paine, Kelly, New York for Eastport.
Schr Roscoe, Kelly, Port Johnson for Providence.
Schr Pointer, Dill, New York for Providence and Bristol.
Schr Hattie A Butler, Green, New York for Portland, Ct.
Schr J Terry, Orison, Haverstraw for Providence.
Schr Wm McLean, Rogers, New York for Boston.
Schr Ames Briggs, Knapp, Haverstraw for Providence.
Schr J S Whilden, Young, Port Johnson for Providence.
Schr H L Curtis, Mann, Philadelphia for Boston.
Schr Samuel P Godwin, Williams, New York for Stamford.
Schr H V Duryea, Carpenter, New York for Stamford.
Sloop Kate Canon, Ryan, New York for Crane Neck.

CLEARED.

Steamer Holland (Br), Simpson, London—F W J Hurst.
Steamer Wieland (Ger), Hebich, Hamburg via Plymouth—Kunhardt & Co.
Steamer Maas (Dutch), Chevalier, Rotterdam—Funch, Edye & Co.
Steamer Ashland, Crowell, Fernandina via Port Royal—C H Mallory & Co.
Steamer Gen Barnes, Cheesman, Savannah—W R Garrison.
Steamer Richmond, Kelley, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamer Eleanora, Jonnson, Portland—J P Ames.
Steamer Nereus, Bearse, Boston—H F Dimock.
Steamer Beverly, Wallace, Philadelphia—Jas Hand.
Steamer Mayflower, Davidson, Philadelphia—Jas Hand.
Ship Conqueror, Crocker, San Francisco—Sutton & Co.
Bark Cremona, Gove, Yokohama—Vernon H Brown & Co.
Bark Teresa Lo Vico (Ital), Dominici, Waterford—John C Seager.
Bark Schiller (Ger), Glolstein, Bremen—Chas Luling & Co.
Brig Michelina (Ital), Cacace, Cork for orders—A P Agresta.
Brig Hugo (Sw), Morin, Oporto—Funch, Edye & Co.
Brig Starlight, Tucker, Bridgetown, Barbados, and Georgetown, Dem—F W Whitney.
Schr Geo B McFarland, McFarland, Laguayra and Porto Cabello—Parsons & Loud.
Schr Mary Patten, Gilkey, St Pierre, Mart—D Trowbridge.
Schr Tunis Depew, Baker, Boston—Chas Twing.

SAILED.

Steamers Holland (Br), for London; Maas (Dutch), Rotterdam; Wieland (Ger), Hamburg; Claribel (Br), Kingston, Ja, &c; Gen Barnes, Savannah; Richmond, Richmond; ship Ægukan (Nor), Antwerp; Gen McClellan, San Francisco; bark Lottie Stewart (Br), Cork; brigs Marie (Nor), Christiana, Harry & Aubrey, Barbados.

Wind at midnight, WNW.
Barometer at midnight, 29.85.

MARITIME MISCELLANY.

STEAMER LABRADOR (Fr), from Philadelphia for New York, before reported aground opposite Fort Delaware, got off at 3 AM 30th, proceeded at 10 AM, and passed to sea at 4:40 PM.

BARK HATTIE GOODEY (Br), Hammond, from Philadelphia for Belfast, touched on Bulk Head Bar, Delaware, only remaining long enough for the tug to reverse her engines, when she came off.

BARK MARGARETTA (Ger), from Barcelona, grounded on the upper end of Fort Delaware yesterday, but got off without damage and arrived up to Philadelphia PM.

BARK METIS, Kent, from Hong Kong for Manila, wrecked on the Manila coast, was valed at $30,000, and is fully insured.

BRIG ROMANCE, from Navassa, at Baltimore 29th, reports:—March 20, in lat 32 10, lon 75, encountered a terrific gale, lasting till the 22d, sustained no damage, except bursting sails, &c.

BRIG ISIS, Anderson, at Philadelphia 30th from Sagua, on the 20th, had cabin filled with water, split sails and received other slight damage.

SCHR FRANCES SATTERLY—Capt Davis, of schr Frances Satterly, before reported abandoned while on the voyage from Pascagoula to Fall River, makes the following statement:—On the afternoon of the 20th inst the vessel encountered a heavy gale from the southeast and southwest, accompanied by a very heavy cross sea, which struck her with tremendous force, staving one of her boats. During the night the vessel was scudding under a close-reefed foresail, and even this it was feared might be carried away at any moment. At 10 o'clock the next morning she was found to have sprung a leak, and the pumps were steadily worked during the day. At nightfall the leak was found to be increased, and part of the cargo was thrown overboard. Next morning a signal of distress was hoisted, as matters grew worse steadily, and soon two vessels, a bark and a schooner, responded to the appeal for aid and bore down on the disabled schooner. The schooner Ben, of New York, was the first vessel to arrive, and the bark Elizabeth, of Boston, next spoke the Satterly. After a struggle a hawser from the waterlogged schooner was passed to the Ben, and after some repairs to the staved boat of the Satterly she was got clear and sent to the Ben with two men. In endeavoring to drop back the boat by a line to the