WASHINGTON.

The Inner Working of the Bureau of Engraving and Printing.

REPORT OF THE INVESTIGATING COMMITTEE.

Abuses Exposed and Recommendations Made.

PAYMENT OF THE FOUR PER CENT BONDS

The Plymouth Congregation in the Interest of Mr. Freeland.

FROM OUR REGULAR CORRESPONDENT.

WASHINGTON, June 19, 1877.

MR. BEECHER AND THE PLYMOUTH CONGREGATION ACTIVE FOR MR. FREELAND.

Rev. Henry Ward Beecher is here, exercising his influence upon the President to have Mr. Freeland, Collector of Internal Revenue for the Brooklyn district, retained in office, while President Hayes' friends are of the opinion that General Hayes, a relative, could fill the office quite as well as Mr. Freeland. The whole strength of Plymouth congregation is set up in behalf of Mr. Freeland's retention. He was, it will be remembered, an important witness for Mr. Beecher during the trial.

A long letter from Mr. Beecher was received at the Treasury Department several days ago, urging Freeland's retention, and the fact that he has now come in person to advocate the cause of his parishioner creates the opinion that the administration is not disposed to grant his prayer. Secretary Sherman declined to furnish a copy of Mr. Beecher's letter for publication, as it was impeding business.

GENERAL WASHINGTON DESPATCHES.

WASHINGTON, June 19, 1877.

THE BUREAU OF ENGRAVING AND PRINTING—REPORT OF THE COMMITTEE OF INVESTIGATION.

The Committee of Investigation appointed by the Secretary of the Treasury to examine the affairs of the Bureau of Engraving and Printing have made their report. The investigations show that the force of the bureau has for many years been in excess of the requirements of the work, and that this was the case even when the work was greatest. The committee believe that the force employed in some divisions was for a number of years together twice as great as was required for the proper performance of the work, and that in others it was three times as great as necessary. In one of these divisions a sort of platform had been built underneath the iron roof, about seven feet above the floor, to accommodate the surplus counters. On this shelf, on parts of which a person of ordinary height could not stand erect, deprived of proper ventilation and exposed in summer to the joint effects of the heated roof above and the fumes of the wetted paper beneath, were placed some thirty or more women who had received appointments and for whom room must be found. It now appears that the room was of ample size without this contrivance to accommodate all of the persons really needed; that the surplus force stowed away in the loft was entirely unnecessary, and that some of them at times, for lack of occupation, whiled away the time in sleep. Regarding the policy which led to overcrowding the bureau with needless employés, and in pursuance of which the enormous appropriation for the last fiscal year of $2,000,000 was spent in a little over seven months in printing public securities and 1,700 people thrown out of employment, the committee says:—

The apparent causes which have led to these unfortunate results are two, each of which is the complement of the other:—Lavish appropriations and appointments through political influence. The whole system seems to have revolved in a vicious circle. Appropriations have been secured by making appointments for Congressmen, without regard to the fitness of the appointees or the necessities of the work, and when secured they have been expended in such manner as to retain the good will of those already friendly or to secure that of others. Moreover, the bureau has been made to subserve to a great extent the purpose of an almshouse or asylum by outside parties, and the committee concur in this conclusion.

They recommend that at least one plate printing on all legal tender notes, national bank notes and United States bonds, be executed by capable, experienced and responsible bank note companies, and that it should be thought advisable to have a greater number of printings done outside of the bureau no company be permitted to execute more than one of them upon any obligation. They do not consider that the same rule need necessarily apply to the printing of the internal revenue stamps. They do not circulate as money or as representatives of value, and their use (with the exception of the check stamps) is confined to certain classes of manufacturers or dealers, all of whose operations are open to the inspection of officers of the government. In contracting with private companies for the printing of the public securities great regard should, it seems to us, be had to their standing, experience and facilities for doing the work, and no company which has not given evidence of its ability to produce first class work is, in our view, entitled to any consideration. In our opinion it is very desirable that a settled policy concerning the method of printing the public securities should be adopted, and that if the Bureau is to be continued with its present functions a permanent division of work should be made between it and private companies, to remain in force so long as the work shall be satisfactorily performed at reasonable rates:—

Some space in the report is devoted to the policy heretofore pursued in the bureau, which is considered by the committee as having been a very unstable one, and a brief history is given of the different methods which have prevailed at different times, according to the various views of the successive heads of the department and of the committees of Congress who have investigated the subject of engraving and printing, and gives an interesting history of the issue of postal currency and of United States notes and bonds.

Upon the subject of the distinctive paper used for securities the committee say:—

On May 1 there was on hand in the department the enormous quantity of 18,716,266 sheets of the distinctive paper, weighing 280,000 pounds and costing more than $300,000. Of this amount nearly three and a half million sheets, having been made for issues since discontinued, and being of sizes unavailable for any other purpose, will be a total loss to the government. A large part of the check paper, also, is of a kind no longer used for checks and is good for nothing else. At the present rate of printing the national bank note paper, amounting to more than four million sheets, will last for nearly two years, while the United States note paper, amounting to more than seven million sheets, will last for more than six years. The making of both of these classes of paper has been for the present discontinued by order of the Secretary. The quantity of four and a half per cent funded loan paper on hand amounts to more than two million one hundred thousand sheets, and is greatly excessive. A liberal estimate of the number of sheets required for the whole loan would not exceed three hundred thousand, whereas more than seven times that quantity was made and paid for. The requisions for all of the above mentioned paper were made by the Bureau of Engraving and Printing. We have no hesitation in saying that the ordering of such inordinate quantities of a distinctive paper, available only for special purposes, was in reckless disregard of the interests of the government. Whatever may have been the motives, it was certainly a fortunate circumstance for the manufacturer that the making of the orders was intrusted to so liberal hands.

They further say:—

It is doubtless true that the risk of detection and punishment would be increased if the counterfeiters were compelled, in addition to engraving spurious plates, to manufacture a spurious paper, but in view of the great extent of misdirected skill and talent heretofore displayed by them we do not think that the difficulties of imitating the fibre paper are insuperable. As a matter of fact the recent dangerous counterfeit of the $500 legal tender note was printed on a very clever imitation of this paper, and counterfeit fractional notes have found an extensive circulation, the fibre on which was imitated simply by scratching the plate from which the notes were printed. In the case of the national bank notes the value of the distinctive character of the paper is completely destroyed by the fact that the fibre is completely covered by the engraving.

Their views concerning the paper may be summarized as follows:—

First—It is a check upon the printing establishment.

Second—It may add to the difficulty of counterfeiting, but it does not make the difficulty insuperable.

Third—It is much inferior in quality to first class bank note paper.

Fourth—To be of value the fibre should be exposed upon the notes not covered by printing.

In regard to organization and system, the committee say:—

It is thought by us that the organization of the bureau is too extended and that there are more divisions and superintendents than are required for the proper transaction of the business. Some consolidations of divisions and some simplifications of business have already been made on our recommendation. The force in the Engraving division is also greater than the work requires. They have forborne to recommend any considerable reduction in this direction in deference to the opinion of its chief, but further inquiry and examination have convinced the committee that, although it is just now fully employed on these bonds, the permanent expense of maintaining it is disproportionate to the cost of the remainder of the bureau. The Engraving of portraits is still continued at considerable expense, although few new plates are now being prepared. The artist employed on the work, which is done at his home, in Brooklyn, N. Y., is said to be the finest head engraver in the country, but the price, $650, paid for each head is believed to be excessive. In view of the fact that there are 107 such portraits now on hand, thirty of which have never been used, we recommend that their production be suspended for a time at least. It is the practice of the bureau to have engraved the portrait of every Cabinet officer, and of such other prominent public men as may be selected. As the law forbids the use of the portraits of living persons on notes, bonds and other securities, and as they can now be used only on checks, drafts and the like, we strongly recommend that the engraving of such portraits be permanently discontinued.

The detective system of the bureau has played a large part in its past history, and one not always favorable to its reputation. We regard the establishment and continuance of such a system as demoralizing in its tendency to and entirely unwarranted by law. Acting on this view we recommended the discharge of the two detectives whom we found employed in the Bureau, and our action, we are glad to say, met with the approval of the Secretary. Another detective is employed at Philadelphia, nominally to look after the paper mill, but we are unable to discover that his services are of any value. If the Bureau needs the assistance of a detective at any time it should apply where all the other bureaus do—to the Secret Service division of the department—for which an appropriation is made by law.

Various details, such as the machine shop "over time" and purchase of supplies, are alluded to, in all of which serious recommendations for improvements are suggested. Upon the last subject they say:—

The vouchers for the purchases of the Bureau have heretofore been passed under instructions from the Secretary simply on the initials of the chief, without any evidence of a contract as to the prices to be paid, the functions of the accounting officer being confined simply to verifying the arithmetical calculations. We recommend that the stores be purchased after public advertisement and award, the prices made a matter of written contract, and the contract filed with the First Comptroller, as required by law; and that the bills be approved by the Secretary of the Treasury after examination in his office. We also recommend that the furnishing of the paper and the printing of securities, when executed by private establishments, be made a matter of formal written contract.

Upon the status of the bureau they say:—

The singular fact is presented of the existence of a Bureau, the largest as well as the most expensive of any of the Bureaus of the department, whose chief receives a compensation of $4,500 per annum, but is neither appointed by the President nor subject to confirmation, for which there is no provision of law specifically authorizing its creation or defining the duties of its officers and employés, or limiting their number. No similar instance is to be found in any of the departments of the government. We recommend that the attention of Congress be called to this anomaly, and that appropriate legislation be suggested.

The conclusion is as follows:—

This report has been written upon the assumption that the bureau is to be continued and that the principal purpose of our investigations has been to correct the abuses which have grown up in it. But to our minds its past history, the looseness and extravagance which have marked its management and the scandals to which it has given given rise furnish the strongest possible argument against the engagement of the government in branches of industry which are ordinarily left to private enterprise. The adoption of a better system of appointment, the exclusion of political influence and the exercise of closer supervision over the management of the bureau might go far to redeem its reputation; but the fact would remain that the business of bank note engraving and printing is essentially a private industry of a peculiar and technical nature, to which the ordinary methods of public administration are not applicable. However competent the head or excellent the system the same incentives to thoroughness, excellence and economy cannot exist in an establishment under government management that are found in a private concern, where the profits of the managers are directly dependent upon the quality of the work and the economy of its production. The functions of the government are sufficiently numerous and extended, even when confined to objects to which they legitimately apply. In the Treasury Department, especially, the efficiency of the supervision of its chief authorities is greatly impaired by the vastness of the field which its administration covers, and any change which would contract that field without sacrificing the interests of the government would be in the direction of thorough administration. Regarding the subject in this general view we do not hesitate to declare that it would be a wise measure to relegate into private hands the entire business of printing the public securities, and to confine the functions of the Bureau of Engraving and Printing to imprinting thereon the seal of the department, simply as the final authentication of their genuineness.

We have the honor to be, very respectfully, your obedient servants,

E. O. GRAVES,
EDWARD WOLCOTT, } Committee.
E. R. CHAPMAN,

Hon. JOHN SHERMAN, Secretary of the Treasury.

THE FOUR PER CENT BONDS—HOW PRINCIPAL AND INTEREST ARE PAYABLE.

The following was decided upon at the Cabinet meeting to-day, and the letter was mailed from the Treasury Department this afternoon:—

TREASURY DEPARTMENT, WASHINGTON, June 19, 1877.

FRANCIS O. FRENCH, 94 Broadway, New York:—

SIR—Your letter of the 18th inst., in which you inquire whether the four per cent bonds now being sold by the government are payable, principal and interest, in gold coin, is received.

The subject from its great importance has demanded and received careful consideration. Under the laws now in force there is no coin issued or issuable in which the principal of the four per cent bonds is redeemable or the interest payable except the gold coin of the United States of the standard value fixed by the laws in force on the 14th of July, 1870, when the bonds were authorized. The government exacts in exchange for these bonds payment at their face in such gold coin, and it is not to be anticipated that any future legislation of Congress or any action of any department of the government would sanction or tolerate the redemption of the principal of these bonds or the payment of the interest thereon in coin of less value than the coins authorized by law at the time of the issue of the bonds, being the coin exacted by the government in exchange for the same. The essential element of good faith in preserving the equality in value between the coinage in which the government receives and that in which it pays these bonds will be sacredly observed by the government and the people of the United States whatever may be the system of coinage which the general policy of the nation may at any time adopt. This principle is impressed upon the text of the law of July 14, 1870, under which the four per cent bonds are issued, and requires, in the opinion of the Executive Department of the government, the redemption of these bonds and the payment of their interest in coin of equal value with that which the government receives upon their issue. Very respectfully, JOHN SHERMAN, Secretary.

PUBLIC LANDS OFFERED FOR SALE.

The President to-day issued a proclamation declaring that a public sale of valuable government lands will be held at the Land Office, at Harrison, Ark., on Monday, October 1, 1877, in pursuance of the act of Congress, approved July 4, 1876, reopening to public sale the government lands in Arkansas, Louisiana, Mississippi, Alabama and Florida, which had previously been subject only to homestead settlement. The lands referred to in the present proclamation consist of several hundred thousand acres in Arkansas. No bid less than the government minimum of $1 25 per acre will be entertained, and any lands not disposed of at this public sale will thereafter be subject to private entry at $1 25 per acre. A similar proclamation will be issued for the sale of lands in the other three States named as soon as the necessary lists can be prepared by the General Land Office. No public lands have been offered in this way for many years.

THE SWISS MISSION.

It is reported that Nicholas Fish, son of ex-Secretary Fish, now Secretary of Legation at Berlin, has been appointed to the Swiss mission.

OBITUARY.

ADMIRAL THE HON. HENRY JOHN ROUS.

The cable brings an announcement which will cause regret to every patron and lover of the turf in America. It announces the death, in London, yesterday, of Admiral Henry John Rous, a steward of the Jockey Club, at the ripe age of eighty-two years. Admiral Rous has been for more than a quarter of a century at the head of the English turf and he had the most correct idea of the capabilities of the horses of Great Britain and his handicaps were rarely wrong. He stood over six feet in height and his face and general appearance resembled very much the late Commodore Vanderbilt. Admiral Rous was the second son of the late Earl of Stradbroke, and was born January 25, 1795. He entered the Royal Navy in 1808 on board the Royal William. In February, 1809, he removed to the Repulse, and in the following November, having attended the expedition to Flushing, he became midshipman of the Victory. On the night of the 21st of August, 1812, he assisted in the boats under Lieutenant O'Brien at the cutting out from the port of Lema of seven vessels laden with ship timber for the Venetian government, together with La Tisiphone, a French national zebec. He next, on the 6th of January, 1813, united in a successful attack made by the boats of the Baccante and Weasel (sloops) on five French war vessels in the neighborhood of Otranto. On the 15th of May following he assisted at the capture of the Castle of Karlebago. On June 12, in the same year, he commanded the Baccante's yawl, and was highly praised for his conduct at the capture from under the town of Gela Nova, on the coast of Abruzzo, of seven large gunboats, three smaller gun vessels and fourteen merchantmen. The Britishers as they advanced were exposed to a heavy fire of grape and musketry, and it was not until they were fairly alongside the gunboats that the crews of the latter slackened their fire. They were then driven from their vessels with great loss. He was made captain in 1823, was appointed to the Rainbow in 1825, and served on the Indian and New Holland stations till 1829, when he went on half pay. In 1835 he was placed in command of the Pique, which vessel he brought home from Quebec after she had struck on a rocky reef on the Labrador coast, on which she was jammed for eleven hours, and took her across the Atlantic with a sprung foremast and without a keel, a forefoot or rudder, making twenty-three inches of leakage per hour. This unparalleled feat of seamanship was wholly unrewarded by the English government. Soon after this he completed his sea time and retired from the service. He was returned as a conservative to Parliament in 1841, but was defeated in 1846, in which year the late Sir Robert Peel appointed him a Lord of the Admiralty. He was elected a steward of the Jockey Club in 1838, and has been reelected ever since 1858 up to the present time. In 1840 he received the sole control of the Duke of Bedford's horses. He was the author of "The Laws and Practices of Horse Racing," termed "The Blackstone of the Turf."

JUDGE J. M. CLARKE.

Judge J. M. Clarke, of Americus, Ga., died in that place yesterday.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF JUNE AND JULY.

Steamer.	*Sails.*	*Destination*	*Office.*
Russia	June 20.	Liverpool	4 Bowling Green
France	June 20.	Havre	55 Broadway
State of Nevada	June 21.	Glasgow	72 Broadway
Mass	June 21.	Rotterdam	50 Broadway
Herder	June 21.	Hamburg	61 Broadway
City of Richmond	June 23.	Liverpool	15 Broadway
Italy	June 23.	Liverpool	69 Broadway
Amerique	June 23.	Havre	55 Broadway
Utopia	June 23.	London	7 Bowling Green
Devonia	June 23.	Glasgow	7 Bowling Green
Oder	June 23.	Bremen	2 Bowling Green
Algeria	June 27.	Liverpool	4 Bowling Green
Pereire	June 27.	Havre	55 Broadway
State of Virginia	June 28.	Glasgow	72 Broadway
Wieland	June 28.	Hamburg	61 Broadway
Rhein	June 30.	Bremen	2 Bowling Green
Anchoria	June 30.	Glasgow	7 Bowling Green
Germanic	June 30.	Liverpool	37 Broadway
Wyoming	July 3.	Liverpool	29 Broadway
Bothnia	July 4.	Liverpool	4 Bowling Green
Canada	July 4.	Havre	55 Broadway
Frisia	July 5.	Hamburg	61 Broadway
P Caland	July 5.	Rotterdam	50 Broadway
City of Brussels	July 7.	Liverpool	15 Broadway
Alsatia	July 7.	London	7 Bowling Green
California	July 7.	Glasgow	7 Bowling Green
Neckar	July 7.	Bremen	2 Bowling Green
England	July 7.	Liverpool	69 Broadway
St Laurent	July 11.	Havre	55 Broadway
Abyssinia	July 11.	Liverpool	4 Bowling Green
State of Indiana	July 12.	Glasgow	72 Broadway
Pommerania	July 12.	Hamburg	61 Broadway
Adriatic	July 14.	Liverpool	37 Broadway
Ethiopia	July 14.	Glasgow	7 Bowling Green
Spain	July 14.	Liverpool	69 Broadway
Main	July 14.	Bremen	2 Bowling Green
City of Chester	July 14.	Liverpool	15 Broadway
Wisconsin	July 17.	Liverpool	29 Broadway
Labrador	July 18.	Havre	55 Broadway
State of Georgia	July 19.	Glasgow	72 Broadway
Britannic	July 21.	Liverpool	37 Broadway
Erin	July 22.	Liverpool	69 Broadway
Ville de Paris	July 25.	Havre	55 Broadway
Montana	July 31.	Liverpool	29 Broadway

ALMANAC FOR NEW YORK—THIS DAY

SUN AND MOON.			HIGH WATER.		
Sun rises	4 29		Gov. Island	morn	3 31
Sun sets	7 34		Sandy Hook	morn	2 46
Moon sets	morn	12 43	Hell Gate	morn	5 16

HERALD YACHT WEATHER OBSERVATIONS.

JUNE 15, 1877.

At	Hour.	Bar. Inch.	Ther. Deg.	Wind.	State of Weather.
Staten Island	Noon	29.90	86	W*	Partly cloudy
Lwr Q'rantine	4 P.M.	29.90	82	WNW*	Partly cloudy
Scotland L'ship	8 P.M.	29.95	77	N†	Hazy
Sandy Hook	12 P.M.	30.05	70	N*	Hazy

*Moderate. †Gentle.

PORT OF NEW YORK, JUNE 19, 1877.

ARRIVALS.

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

Steamer Algeria (Br), Watson, Liverpool June 9 and Queenstown 10th, with mdse and passengers to C G Francklyn. June 17, lat 42 16, lon 61 30, passed a Cunard steamer bound E.

Steamer Pereire (Fr), Deure, Havre June 9 and Plymouth 10th, with mdse and passengers to Louis de Bebian.

Steamer Carondelet, Faircloth, Havana June 14, with mdse and passengers to James E Ward & Co.

Steamer San Salvador, Nickerson, Savannah 3 days, with mdse and passengers to Geo Yonge.

Steamer Charleston, Lockwood, Charleston June 17, with mdse and passengers to Jas W Quintard & Co.

Steamer Isaac Bell, Lawrence, Richmond, City Point and Norfolk, with mdse the Old Dominion teamship Co.

Ship Colchester (of Halifax, N S), Rutter, London 33 days, in ballast to Snow & Burgess. Is anchored at Sandy Hook for orders.

Bark Staubo (Nor), Gundersen, Stettin 45 days, with empty barrels to Louis Tetens.

Bark Cares (Nor), Olsen, Bergen 46 days, in ballast to Bockmann, Oerlein & Co.

Bark Heiels (Ger), Zeismer, Pillau 46 days, with rags to Dill & Radmann. Had fine weather to the Banks; thence westerly winds and fog.

Bark Fjomo (Nor), Bache, Copenhagen 48 days, with empty barrels to Louis Tetens.

Bark Mindet (Nor), Beck, Cadiz 47 days, with mdse to Funch, Edye & Co.

Bark Pasqualino (Ital), Russo, Lisbon 34 days, with salt and corkwood to Funch, Edye & Co.

Bark Racheie (Ital), Cacace, Constantinople 150 days, with rags to Benham and Boyesen. Passed Gibraltar May 2.

Bark Levanter (of Thomaston), Vesper, Savannah 8 days, with lumber to E Russell; vessel to Snow & Burgess.

Brig Carrie Winslow, McCort, Buenos Ayres 44 days, with mdse to A W Popes & Co; vessel to Miller & Houghton.

Brig Emily (Br), Hansen, Belize, Hon, 14 days, with sugar and hides to William Cox & Co.

Brig George Burnham (of Portland), Staples, Matanzas 9 days, with molasses to order; vessel to master.

Brig Amalia (Nor), Thorsen, Sagua 9 days, with sugar to Tetens & Co; vessel to Chas Luling.

Brig Princeton, Wells, Boston 5 days, in ballast to master. Is bound to Rondout.

Schr Lovina, Somers, Progreso — days, with mdse to Thebaud Bros; vessel to Overton & Hawkins.

Schr Isaac Oliver, Pannell, Aux Cayes 9 days, with logwood to A Nones; vessel to B J Wenberg & Co.

Schr Kathleen (Br), Weldon, Cienfuegos 16 days, with sugar and molasses to J & G Towler; vessel to P I Nevins & Son.

Schr Ricardo Barros, Newton, Baracoa 6 days, with fruit to Gomez & Pearsall; vessel to B J Wenberg & Co.

Schr Wildfire (of Gloucester), Bearse, Abacoa 5 days, with pines to Wm Douglas & Co; vessel to B J Wenberg & Co.

Schr A E Glover, Martin, Georgetown, SC, 10 days, with naval stores to Dollner, Potter & Co; vessel to E D Hurlburt & Co.

Schr Nelly Potter, Howard, Washington, NC, 3 days, with naval stores to W K Hinman.

Schr James E Kelsey, Bodine, Virginia.

Schr Maria Jane, Roker, Virginia.

Schr Maria A Elizabeth (Br), Hadley, Virginia.

Schr Sandy Hook, Thayer, Virginia.

Schr Jennie Vandervoort, Brown, Virginia.

Schr Eugene Borda, Bailey, Virginia.

Schr Elias Moore, Lewis, Georgetown, DC.

Schr Charley Woolsey, Brown, Georgetown, DC.

Sch r A C Lyon, Jeffery, Baltimore.

Schr A J Chapman (fisherman, of New London), Farrell, Georges Banks 4 days, with fish to H M Rogers & Co. June 4, lat 41 55, lon 67 10, spoke the small boat New Bedford, from New Bedford for Europe, 70 days out; all well.

Schr Mary Shields, Wait, Gardiner, Me, 14 days, with lumber to Tyler & Son; vessel to master.

Schr Anson Stinson, Plummer, Boston 4 days, in ballast to master.

Schr Washington, Fisher, Providence, in ballast, to Tupper & Beattie.

☞Steamer Wieland (Ger), which arrived 18th, reports June 14, lat 46 14, lon 40 51 passed an American ship bound W, showing signal letters JNMR; 16th, lat 42 12, lon 62; ship Archer, from Bremen for New York.

☞Bark Mississippi (Nor), which was anchored in the ower bay came up to the city 19th.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer Neptune, Berry, Boston for New York.

Steamer City of New Bedford, Fish, New Bedford for New York.

Steamer Bolivar, Geer, New London and Norwich for New York.

Schr Viola May, Owen, Windsor, NS, for New York.

Schr C A Hatfield (Br), Windsor, NS, for New York.

Schr W H Wotherspoon (Br), Pettis, Wentworth, N , for New York.

Schr North Star, Beckwith, Georges Banks for New York.

Schr A Hammond, Goldthwaite, Portland, Me, for New York.

Schr Sarah, Wells, Calais for New York.

Schr American Chief, Snow, Rockland for New York.

Schr Charles S Rogers, Perkins, Rockport for New York.

Schr Porto Rico, Armstrong, Portsmouth for New York.

Schr Iris, Long, Harwich for New York.

Schr Hero, Baker, Salem for New York.

Schr Delmont Locke, Pendleton, Salem for New York.

Schr J Ponder, Jr, Walsh, Salem for New York.

Schr Ariel, Chadwick, Boston for New York.

Schr J Clark, Clark, Boston for New York.

Schr Herbert Manton, Crowell, Boston for New York.

Schr Ann S Brown, Mitchell, Boston for New York.

Schr Alice B, Higgins, Boston for New York.

Schr Elizabeth, Snow, Dennisport for New York.

Schr Mattie E Taber, Sprague, Somerset for New York.

Schr Challenge, Norwood, Somerset for New York.

Schr Alice Oakes, Pierce, New Bedford for New York.

Schr M S Mahoney, Perkins, New Bedford for New York.

Schr Jed F Duren, Cook, New Bedford for New York.

Schr S S Smith, Snow, Wareham for New York.

Schr Lady Antrim, Carter, Wareham for New York.

Schr Angler, Carter, Wareham for New York.

Schr Monitor, Davis, Wareham for New York.

Schr Freddie Eaton, Mott, Wareham for New York.

Schr Hazleton, Rogers, Vineyhaven for New York.

Schr Mary E Hoxie, Goldthwaite, Nantucket for New York.

Schr Sarah L Harding, Brown, Nantucket for New York.

Schr Jane Maria, Huise, Nantucket for New York.

Schr Edward Wooten, Squires, Stony Brook for New York.

Schr Joseph P Ross, Norton, Taunton for New York.

Schr Samuel L Crocker, Thrasher, Taunton for New York.

Schr R T Graham, Jarvis, Taunton for New York.

Schr Franklin Pierce, Wood, Dighton for New York.

Schr R C Whilden Heath, Newport for New York.

Schr Mary Hamilton, Brown, Westerly for New York.

Schr Abbie S Emery, Emery, Wickford for New York.

Schr Mary Stow, Bacon, Fall River for New York.

Schr Jas O'Donnell, Murray, Fall River for New York.

Schr Eureka, Gough, Block Island for New York.

Schr Jessie Williamson, Hoyt, Providence for New York.

Schr A Tirrell, Barrett, Providence for New York.

Schr Hannah Willetts, Willetts, Providence for New York.

Schr George & Albert, Howard, Providence for New York.

Schr S L Thompson, Hull, Providence for New York.

Schr R H Huntley, Providence for New York.

Schr John E Hurst, Cook, Providence for New York.

Schr Kate Scranton, Pond, Providence for New York.

Schr L S Hatch, Kelsey, Providence for New York.

Schr John Stockham, Hart, Providence for New York.

Schr H M Wheaton, Barrett, Providence for New York.

Schr Jonathan Cone, White, Providence for New York.

Schr Balsora L Sherman, Young, Providence for New York.

Schr Elm City, Kelly, Hartford for New York.

Schr Collins Howe, Jr, Curtis, Chatham for New York.

Schr Warren Gates, Smith, New Haven for New York.

Schr Gustie Wilson, Floyd, New Haven for New York.

Schr Daniel French, Holt, New Haven for New York.

Schr Sarah Babcock, Vansicklen, Greenwich for New York.

Schr Dart, Campbell, Stamford for New York.

Schr Orlando Smith, Ferris, Portchester for New York.

Schr Hattie A Butler, Carroll, from Portland, Ct, for New York, before reported at anchor in Hart Island Roads, arrived at destination 18th.

BOUND EAST.

Steamer Bermuda (Br), Ansgrove, New York for Halifax, NS, and St Johns, NF.

Steamer Endeavor, Mosier, New York for Rockland, Me.

Brig Afton (of Eastport), Perkins, New York for St John, NB.

Schr Vesta (Br), Palmer, New York for St John, NB.

Schr J C Robinson, Glover, New York for Rio Janeiro.

Schr W D Mangrum, Chase, New York for New Bedford.

Schr Sea Flower, Baker, New York for Provincetown.

Scar Onward, Gorham, New York for Nantucket.

Schr Edward Everett, Thurston, New York for Dennisport.

Schr Golden Rule, Wilson, New York for Fall River.

Schr Sylvester Hale, Coleman, New York for Taunton.

Schr Scud, Hollowell, New York for Boston.

Scar Mary A Price, Kent, New York for Haverhill.

Schr Challenge, Terry, New York for Newport.

Schr Thos Potter, Baker, New York for Providence.

Schr Hastings, Chase, New York for New Bedford.

Schr Urbana, Allen, Hoboken for Fall River.

Schr R L Tay, Brown, Hoboken for Boston.

Schr Harriet & Sarah, Hawkins, Elizabethport for Norwich.

Scar Isaac H Borden, Hadwin, Elizabethport for Fall River.

Schr Anson Brown, Williams, Port Johnson for Stratford.

Schr Fannie Hammer, Wickett, Port Johnson for Nantucket.

Schr Wm M Everett, McDaniel, Port Johnson for Pawtucket.

Schr Edwin, Frances, Port Johnson for Pawtucket.

Schr E M Duffield, Rayner, Port Johnson for Fall River.

Schr Erie, Robinson, Port Johnson for Boston.

Schr Joseph Eaton, Peterson, Port Johnson for Boston.

Schr F H Odiorne, Crowell, Port Johnson for Boston.

The old US frigate Severn was towed from New York to Cold Spring Harbor, LI, to-day, where she will be broken up.

CLEARED.

Steamer Idaho (Br), Holmes, Liverpool via Queenstown—Williams & Guion.

Steamer Bermuda (Br), Angrove, Halifax, NS, and St St Johns, NF—Clark & Seaman.

Steamer Wyanoke, Couch, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Steamer Josephine Thompson, Moore, Baltimore—Wm Dalzell.

Steamer Agnes, Smith, Philadelphia—Bogart & Morgan.

Steamer Beverly, Wallace, Philadelphia—Jas Hand.

Bark Madura (Ger), Meyer, Stettin—Dill & Radmann.

Bark Gen Faidherbe (Fr), Piand, Elsinore for orders—Edmund Unkart.

Bark John Read (Br), Bartling, Havre—Boyd & Hincken.

Bark Royal Harris (Br), Mathieson, Dunkirk—J H Winchester & Co.

Bark Tillie Baker, Boynton, Rouen (France)—Brett, Son & Co.

Bark Trait d'Union (Br), Ballou, Port au Prince—R Murray, Jr.

Bark Halcyon, Hardy, Perth Amboy, NJ—N F Brigham.

Brig Gluckauf (Ger), Weyergang, Zante and Patras (Greece)—C Tobias & Co.

Brig J A Hoolies (Dutch), De Jonge, Corfu—Bockmann, Oerlein & Co.

Brig Eastern Star, Foster, Demerara—H Trowbridge's Sons.

Brig Thetis, Spalckhover, Williamstadt (Curacoa)—Dovale & Co.

Brig Ruby, Neal, Port Spain (Trinidad)—D Trowbridge & Co.

Brig Nellie Busted, Brewster, Wilmington, NC—Brett, Son & Co.

Schr Potosi, Curtis, Progreso and Laguna, Mex—Thebaud Bros.

Schr Dexter Clark, Curtis, St Pierre, Mart—Leaycraft & Co.

Schr John Mosser, Abrams, Aquin (Hayti)—Isaac R Staples.

Schr Jacob I Housman, Rider, Port Howe (Cat Island)—B J Wenberg & Co.

Schr Wm H Van Brunt, Haughwout, Jacksonville—Wm H Van Brunt.

Schr Henry Parker, Lewis, Jacksonville—Wm H Van Brunt.

Schr G A Hayden, Green, Washington, DC—Slaght & Petty.

Scur E & L Cordery, Higbee, Philadelphia—Slaght & Petty.

Schr Vapor, Chamberlin, Philadelphia—Slaght & Petty.

SAILED.

Steamers Idaho (Br), for Liverpool; Wyanoke, Richmond, St Agnes, Philadelphia; Hatteras, Norfolk; a tps Emerald Isle, London; Chas H Southard, do; Two Brothers, San Francisco; barks Chestina Redman, Marseilles; Silo (Nor), Passages (Spain); Eremen (Ger), Antwerp; Lawrence, Smyrna; Twee Zusters (Dutch), Piraeus (Greece); Betsy Gade (Nor), Aalborg; brigs Empress (Br), St Ann's Bay; Thetis, Curacoa; Martha A Palmer, Charleston; Proteus, ——; schr Henry Lippett, Anjer.

MARITIME MISCELLANY.

SHIP EARL OF ZETLAND (Br), from Dundee for Bombay, was spoken May 20, off Pernambuco, when 37 days out, and the Channel pilot taken off by bark Traveller from Rio Janeiro and landed at Baltimore June 18.

BARK LOLA (Arg), Foss, from Cardiff May 2 for Havana, got stranded on the 11th inst, at 10 P.M., to the leeward of Cayo Yutias, near sagua. Immediate relief was sent by the Captain of the Port and from the Spanish gunboat Argos, but the master believes she will not be floated, as she lays in a bad position, and got stranded during high water. Part, at least, of the cargo, rigging, &c, will be saved. The L registered 350 tons, was built at Rockland, Me, in 1854, and hailed from Buenos Ayres.

BARK EUCOLE (Ital), at Providence from Girgenti, experienced a gale in the Gut of Gibraltar and lost maintopmast.

BRIG LOCH LOMOND, from New York for Salonica, at Newport (before reported), has been examined by a submarine diver and her bottom was found all right, with the exception of part of her false keel gone, the main keel slightly chafed, and from 10 to 12 sheets of her copper need patching; no damage but what can be repaired there without discharging or taking her out of the water.

SCHR PACIFIC, before reported ashore on Cuttyhunk, has been stripped of sails and rigging, and her masts have been cut away. Steamtug Nellie has gone to the island to make an attempt to haul her off. A sidewheel steamer was hauling on her on the 18th.

SCHR BRAVE (Br), Smith, from Port Antonio in ballast for Inagua, arrived at Guantanamo in a sinking condition on the 4th inst and was beached to save her from sinking. The boat of the Spanish man-of-war Concepcion assisted in towing, repairing, &c, and on the 8th it was thought she could be ready to proceed on the 11th.

SCHR JOVEN MARIA (Ven), coffee laden, for New York, has been wrecked near Porto Cabello.

NEW BEDFORD, June 18.—Divers have examined the hull of bark W. F. Marshall, ashore on Nantucket, and found that there are three leaks occasioned by the starting of the butts. The divers are at work caulking her, and it is thought she will be floated.

The divers made an examination Thursday of the Italian bark Papa Luigi C, stranded at the South shore, Nantucket. They report that the vessel can be kept free by a steam pump, after unloading, and can be floated again. A sample block of brimstone, taken from the cargo, was brought to town that evening and shipped to Boston to see if it was worth saving. The sample seemed to be mouldy, and it was uncertain if the expense of recovering it would pay for doing so.

LAUNCHED—At Bath, Me, afternoon of 16th, by D O Blaisdell, a schooner of 128 tons, intended as a fisherman; is not yet named, and is for sale. It is one of Blaisdell's best in model and finish.

NOTICE TO MARINERS.

Spar Buoy No 2, Fox Hill Sand Bar, Dutch Island Harbor, was carried away by passing vessels June 17.

WHALEMEN.

Cleared at New Bedford June 18, schr Golden City, Clay, for Atlantic Ocean.

Arrived at Hamilton (Bermuda) June 8, bark Ohio, Ellis, NB, from a cruise, with 400 bbls oil.

Arrived at Barbados May 25, bark Clarice, Marchant, N B, 100 bbls oil; Wave, Hammond, NB, 175 do; 29th, Tropic Bird, Tilton, NB, 250 do (and all remained in port 30th).

At do 30th, brig Abbott Lawrence, Russell, NB.

A letter from Capt Thacher, of bark Abraham Barker, of NB, reports her at Fatahanas May 14, ready for sea, with 500 bbls sp and 80 wh on board.

A letter from Capt Tilton, of bark Tropic Bird, of NB, reports her at Barbados May 31, with 600 bbls sp oil, all told.

SPOKEN.

Ship Triumphant, Libbey, from Liverpool for San Francisco, May 9, lat 2 07 S, lon 27 45 W.

Ship Alice Buck, Harriman, from San Francisco for, Queenstown, May 13, lat 5 27 N, lon 28 30.

Ship Cora, Coombs, from Calcutta for Bombay, May 5 lat 8 10 N, lon 70 15 E.

Ship Annie M Small, Packer, from New York for San Francisco, May 18, lat 25 S, lon 38 W.

Bark Mary Rideout (Br), from New York for Montevideo, June 14, lat 39 N, lon 72.

Bark La Plata, Gower, Boston for Cape