OBITUARY.

MRS. GROTE.

The cable brings word of the death of Mrs. Grote, widow of the late George Grote, an eminent banker of London, and for many years member of Parliament for that city in the British House of Commons. Mr. Grote was the recognized leader of the advocates of the introduction of the ballot into England, and made the annual motion in the legislature for its adoption. On these occasions he always brought down with him to the House a model box, to which O'Connell once playfully alluded:—"With the honorable gentleman," said he, "all Arabia breathes from yonder box." He did not live to see the measure passed. It became a law immediately after Lord Palmerston's death, that nobleman having steadily opposed it, denouncing it as "treacherous, unmanly and un-English," and saying he would retire from office sooner than consent to its becoming law. He was an accomplished Latin and Greek scholar and author of "The History of Greece," which holds a high rank among historic works. His wife has lived since his death in comparative retirement, but during her husband's lifetime she dispensed a most sumptuous and graceful hospitality both in London and Paris, and had great tact and grace of manners, being to her husband what Lady Palmerston was to hers. She was the special patron of Fanny Elisler, and was among those who most strongly urged her to visit this country in 1840. She gave *"la diesse de la dause"* a letter of introduction to Margaret Fuller, in which she described her as a dancing Magdalen. It may be interesting to allow La Belle Fanny, who is still living pleasantly at Vienna, to draw the picture of Mrs. Grote, as she did in a letter at that time. "Truly of all the women," she writes, "I have ever met, she interests me most—I might say of all persons, for men, you know, divert me but little. They are a vile set altogether—coarse (but don't tell 'em I say so), selfish and unbelieving. How little do they understand me! What a relief, then, to encounter such a woman as Mrs. Grote, so full of true sympathy, devoted feeling and kind-heartedness! Of her mind I will not aspire to speak. It is very far above me: but when I see her holding lofty discourse with men profound in thought and great in reputation, with statesmen, authors, scholars, I feel timid in approaching her. But with me she is as playful, simple and unsophisticated as a child. She is older than I am and taller, with an intelligent blue eye of a soft expression, a little stiff in manner perhaps at first, but singularly decided. With a heart truly feminine she unites the mind of a man of genius, and this latter gives her a boldness of thought and expression which startle the hearer. But the most captivating point in her character is her truly catholic spirit, looking tolerantly on the world and seeing good in everything; hesitating not to light on spots from which more timid birds would fly, and foiding her protecting wings over objects worthy of her care. She is most marvelously accomplished, has studied music as a science, draws admirably, paints charmingly and drives four-in-hand! What is there she does not do?"

GEORGE J. WHITNEY.

The flags on the Produce Exchange were at half-mast yesterday out of respect to the memory of George J. Whitney, one of its most prominent members. Mr. Whitney was born in Rochester, where he died the other day in the sixty-first year of his age. His sudden taking off was a great surprise to his friends in this city. He had been complaining of kidney disease for the past six weeks, but he was a man of such splendid physique and apparently strong constitution that no fatal effects were apprehended from the disease. The deceased was a member of the firm of Whitney & Twombly, New York Central Railroad grain elevators, whose place of business is in Whitehall street. Mr. Whitney was engaged in the grain elevating and milling business from his earliest years, and in 1876 he established the New York Central and Hudson River Railroad elevators, and also the elevator at Buffalo. Besides, he was the owner of an elevator at Rochester. Mr. H. McK. Twombly, William H. Vanderbilt's son-in-law, became a partner of deceased in the elevating business on November 1, 1877. Mr. Whitney was also a director of the New York Central Railroad at the time of his death, and held that position for fifteen years, having been a member of the Board in Dean Richmond's time. He was the executive director of the Central road at the western end of the route. The deceased was much esteemed in his native city, and, although often urged to accept political honors, always refused on the ground of business. He was offered a few years ago the nomination for Congress, but declined it. Among the many positions held by Mr. Whitney in Rochester were the presidency of the Citizens' Gas Association, the presidency of the Board of Managers of the Western House of Refuge and the trusteeship of the Rochester Savings Bank. He was also a great lover of horseflesh, and up to two years ago was president of the Rochester Driving Park Association, which he greatly contributed to build up. William H. Vanderbilt was deeply affected at the death of his friend and coadjutor and deeply deplored his loss. Speaking about him he said:—"Men like Mr. Whitney are not very plentiful. As a husband, as a father, as a friend, he was equally admirable and reliable, and as a business man he was exceedingly capable. The New York Central will keenly feel his loss." A meeting of the board of direction of the Central road has been called, at which suitable resolutions will be passed to send to his family. Mr. Whitney leaves a grown up family, his son James having charge of his business in Rochester.

SISTER ANNA GRIFFIN.

Died, on December 5, at the Convent of the Sisters of Charity, Claren Bridge, county Galway, Ireland, Anna Griffin, sister of Gerald Griffin, after a painful illness of one month. This well known and estimable lady had been thirty-three years the Mother Superior of that convent. At an early period of her life her father and mother, Mr. and Mrs. Griffin, allured by pictures of "the gold to be found in America," and suffering from the persecutions then inflicted upon Catholics in Ireland, came to Derwent Lake, Peru, where it was represented would be found a little paradise. Anna had left behind two sisters and three brothers. The brothers were Dan and William, two eminent physicians and Gerald Griffin then making his début in London. After remaining in America a short time it was deemed best that Anna should return to Ireland. Soon after her return one sister died, the other (Lucy) entered the Convent of the Sisters of Mercy. Her brothers were married, and not without a severe struggle did Anna announce to them her intention of devoting her life to God's poor. Her determination caused for a time much opposition, and the grief on her departure will be seen in the beautiful lines addressed "to the Sisters of Charity" by her young brother, Gerald Griffin, the author of "The Collegians." About this time came the sad news from America of the death of her mother, Mrs. Ellen Griffin. She entered the convent in her youth and for thirty-three years, was a worshipped Mother Superior of the Order, yet never losing the affection of her heart for her family. Having premonitory symptoms of paralysis about three months ago, with the utmost calmness and wisdom, she "put her house in order" for her departure. She prepared her assistant mother to take her place, and the very day on which she had finished everything to her satisfaction, and then apparently well, she received a stroke of paralysis that rendered her powerless to move, but did not affect her mind. During a month of suffering she was an edification to the household—cheerful, full of fervent faith and humble trust in God. She died without a struggle on the 5th of December, her face radiant with peace and joy, and giving assurance that her long life was at its end but a transition to eternal bliss.

THOMAS O. FARRINGTON.

Mr. Thomas O. Farrington, one of the oldest and most prominent citizens of Yonkers, died of pneumonia at his residence yesterday.

MRS. MINNA KLEEBERG.

Mrs. Minna Kleeberg, *née* Cohen, wife of Rabbi Louis Kleeberg, of the Jewish synagogue at New Haven, Conn., died in that city yesterday morning, at seven o'clock. Mrs. Kleeberg was a German poet of ability and known in New York and foreign literary circles.

WILLIAM S. M'CAULEY.

William S. McCauley, Adjutant General of the State of Delaware and a prominent member of the Bar, died at his residence in Wilmington, Del., on Monday evening.

JUDGE HENRY G. SMITH.

Judge Henry G. Smith dropped dead last night at his residence, on Madison street, Memphis, Tenn. He was at one time judge of the Supreme Court of that State. He had just returned from a citizens' mass meeting at the time of his sudden death.

MAJOR GENERAL M'CALLUM.

The funeral services over the remains of Major General Donald C. McCallum, superintendent and general manager of military railroads during the rebellion, were held yesterday afternoon at his late residence, No. 197 Halsey street, Brooklyn. The deceased was dressed in his military uniform and reposed in a silver mounted casket, covered with black velvet. On the casket were several wreaths, composed of rare flowers, also the Masonic apron of deceased, he having been a member of Manual Lodge, F. and A. M., of Williamsburg. Rev. T. B. Carter, pastor of St. George's Episcopal Church, Greene avenue, officiated. Major William McCallum, a son of deceased, who is stationed at Charleston, S.C., was present during the impressive ceremonies. It was the wish of deceased to be buried on a small island he had purchased off the coast of Maine until within a year or two ago, after he had visited the grave of his daughter, in Mount Hope Cemetery, near the city of Rochester, when he desired to be placed by her side when he died. The remains were taken to the above city last evening, and will be interred with Masonic honors to-day.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
Scythia	Jan 1	Liverpool	4 Bowling Green
Republic	Jan 2	Liverpool	37 Broadway
Greece	Jan 2	London	29 Broadway
State of Georgia	Jan 2	Glasgow	72 Broadway
Wieland	Jan 2	Hamburg	61 Broadway
England	Jan 4	Liverpool	69 Broadway
City of Berlin	Jan 4	Liverpool	34-38 Broadway
Alsatia	Jan 4	London	7 Bowling Green
Oder	Jan 4	Bremen	2 Bowling Green
Ancheria	Jan 4	Glasgow	7 Bowling Green
Abyssinia	Jan 8	Liverpool	4 Bowling Green
Italy	Jan 8	London	69 Broadway
Labrador	Jan 8	Havre	55 Broadway
State of Pennsylvania	Jan 9	Glasgow	72 Broadway
Suevia	Jan 9	Hamburg	61 Broadway
The Queen	Jan 11	Liverpool	69 Broadway
Germanic	Jan 11	Liverpool	37 Broadway
Donau	Jan 11	Bremen	2 Bowling Green
Bolivia	Jan 11	Glasgow	7 Bowling Green
Schiedam	Jan 14	Rotterdam	50 Broadway
Wyoming	Jan 16	Liverpool	29 Broadway
Batavia	Jan 15	Liverpool	4 Bowling Green
Holland	Jan 15	London	69 Broadway
Adriatic	Jan 16	Liverpool	37 Broadway
State of Nevada	Jan 16	Glasgow	72 Broadway
Frisia	Jan 16	Hamburg	61 Broadway
Erin	Jan 18	Liverpool	69 Broadway
Circassia	Jan 18	Glasgow	7 Bowling Green
City of Brussels	Jan 18	Liverpool	34-38 Broadway
Victoria	Jan 18	London	7 Bowling Green
Rhein	Jan 18	Bremen	2 Bowling Green
City of New York	Jan 19	Liverpool	34-38 Broadway
Nevada	Jan 21	Liverpool	29 Broadway
Algeria	Jan 22	Liverpool	4 Bowling Green
Denmark	Jan 22	London	69 Broadway
Canada	Jan 22	Havre	55 Broadway
Herder	Jan 23	Hamburg	61 Broadway
Devonia	Jan 25	Glasgow	7 Bowling Green
Neckar	Jan 25	Bremen	2 Bowling Green
Montana	Jan 28	Liverpool	29 Broadway
Wisconsin	Feb 4	Liverpool	29 Broadway

ALMANAC FOR NEW YORK—THIS DAY.

SUN AND MOON.			HIGH WATER.		
Sun rises	7 25		Sandy Hook	morn	1 14
Sun sets	4 44		Gov. Island	morn	1 59
Moon sets	morn	12 55	Hell Gate	morn	3 44

HERALD YACHT WEATHER OBSERVATIONS.

Dec. 31.	Hour.	Bar. Inch.	Ther. Deg.	Wind.	State of Weather.
Horseshoe	Noon	30.36	30	W	Clear.
Bar	4 PM	30.32	31	W	Cloudy.
Highlands	Noon	30.32	30	WSW	Cloudy.
New York	12 PM	30.32	29	WSW	Clear.

WESTERN UNION TIME BALL.

NEW YORK, Dec 31—Noon.

The Western Union time ball fell to-day three-tenths of a second fast.

PORT OF NEW YORK, DEC. 31, 1878.

ARRIVALS.

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

Steamer City of New York, Deaken, Vera Cruz Dec 19, Frontera 20th, Campeche 21st, Progreso 24th and Havana 27th, with mdse and passengers to F Alexandre & Sons.

Steamer General Whitney, Freeman, New Orleans Dec 25, with mdse to Bogert & Morgan.

Steamer City of Dallas, Chester, Fernandina and Brunswick, Ga, Dec 27, via Port Royal 28th, with mdse and passengers to C H Mallory & Co.

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

Bark Fairy (of Shields), Johnson, Brest 41 days, in ballast to J S Tucker & Co. Was within 50 miles of Sandy Hook for the last 15 days, with severe gales from W to NW.

Bark Pasqualino (Ital), Siamo, Lisbon 54 days, with cork and empty bags to order.

Bark Calcutta (Ital), Jaccorine, Castellamare 76 days, in ballast, to Funch, Edye & Co.

Bark Reinhold (Ger), Gerlach, Pillau 105 days, with rags, &c, to order; vessel to Funch, Edye & Co.

Bark Artemisia (Br), McKenzie, Matanzas 16 days, with sugar to Sneder & Co; vessel to master. Was 8 days N of Hatteras, with heavy NW gales.

Brig Medina (of Annapolis, NS), Virgin, Bayonne 30 days, in ballast, to J W Parker & Co. Had a continuation of NW gales; was 21 days W of lon 65, with strong W and NW winds; lost and split sails, &c.

Brig Shepherdess (of Salcombe), Cook, Rio Janeiro 40 days, with coffee to White & Reed; vessel to G F Bailey. Crossed the Equator Nov 29 in lon 40 W; had moderate weather up to the last 14 days; then westerly gales.

Brig Cerodig (Br), Evans, Jacmel 32 days, with logwood to Lyons & Co; vessel to Geo F Bailey. Dec 21 was off Fire Island, but encountered a heavy NW gale and was blown off the coast; lost and split sails.

Brig Gratitud (Sp), Sunol, Cienfuegos Nov 30, in ballast, to F Harmony's Nephews. Had heavy weather all the passage; Dec 21 was off Fire Island, but encountered a heavy NW gale and was blown off the coast; lost and split sails.

Brig Mattie B Russell (of Portland), Atherton, Matanzas 22 days, with sugar to S & W Welsh; vessel to Marcus Hunter & Co. Was 16 days N of Hatteras, with a continuation of heavy NW gales.

Schr Empress (of Rockland), Dennis, Barcelona 21 days, with cocoanuts and fustic to H P Brown & Co. Was 6 days N of Hatteras, with strong NW gales.

Schr John Somes (of Ellsworth, Me), Walls, Jacmel 34 days, with logwood to H Becker & Co; vessel to H W Loud & Co. Was 10 days N of Hatteras, with a continuation of WNW gales, in which lost jib and split sails.

Schr J D Robinson (of Bath), Glover, New Orleans 20 days, with molasses to order; vessel to J W Elwell & Co. Was 7 days N of Hatteras, with heavy NW gales.

Schr Mary J Russell, Steelman, Jacksonville 7 days, with lumber to Warren Ray.

Schr S A Boice, Somers, Virginia.

☞ Steamer Glamorgan (Br), Buck, arrived night of Dec 30, left Yokohama Sept 8, Hiogo 25th, Amoy Oct 6, Hong Kong 10th, Singapore 20th, Aden Nov 7, Port Said 16th, Gibraltar 28th, and Bermuda Dec 19. From Japan to Gibraltar had moderate and fine weather throughout; from Gibraltar to lon 45 W had moderate winds and weather; thence to Bermuda, for coals, strong NW winds and heavy seas. On Dec 24, when 180 miles SE of Sandy Hook, the high pressure cylinder cover of after engine gave way, wind at the time blowing a gale from WNW; made all sail and headed to northward; got the forward engine to work as quickly as possible; the gale continued from WNW with heavy sea until morning of 27th, ship heading to northward, but going slowly and drifting fast to eastward, when the wind shifted to NE strong with snow, when run back to westward; passed Nantucket lightship midnight 27th; after which had fresh NW winds.

☞ Ship Jacob Trampy (Br), from Rotterdam, and brig Leander (Br), from Rio Janeiro, which were anchored in the lower bay for orders, came up to the city 31st.

☞ Ship Antoinette (Br), from Hamburg, which was anchored below for orders, came up to the city 31st, PM.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer City of New Bedford, Fish, New Bedford for New York, with mdse and passengers to Barling & Davis.

Schr Pointer, Dill, Boston for New York.

Schr Sarah C Pyle, Britton, Gloucester, Mass, for New York, with fish to order.

Bark Wm E Clowes, Dickinson, from Providence for New York, in ballast, to Evans, Ball & Co, before reported hauled out at City Island for repairs, passed in this AM.

BOUND EAST.

Bark Etta Stewart (Br), Smith, New York for Liverpool.
Bark Harmony (Br), Downing, New York for Rochefort.
Brig Ann Elizabeth, Dean, Hoboken for Providence.
Schr Jessie (Br), Sandford, New York for Wolfville, NS.
Schr Hastings, Chase, New York for New Bedford.
Schr Lobina, See, Stevens, New York for Somerset.
Schr Ann Amelia, Allen, New York for New Haven.
Schr R A Forsyth, Hobbie, New York for Stamford.
Schr Success, Pierson, Hoboken for Providence.
Schr Sarah Bruen, Bullock, Port Johnson for Providence.
Schr Peacedale, Caswell, Amboy for Narragansett Pier.
Schr J L Hess, Smith, Amboy for Providence.
Schr Spray, Martin, Amboy for Bridgeport.
Schr Orlando Smith, Ferris, Amboy for Portchester.

Sailed from Hart Island Roads this AM, bark Mary Agnes (Br), Decosta, from New York for Seville.

CLEARED.

Steamer Scythia (Br), Hains, Liverpool via Queenstown—C G Francklyn.
Steamer Sidonian (Br), McFee, Bristol, E—Henderson Bros.
Steamer State of Georgia (Br), Smith, Glasgow—A Baldwin & Co.
Steamer Harald (Dan), Bonde, Rotterdam—Funch, Edye & Co.
Steamer Gresham (Br), Weightman, Rouen—John C Seager.
Steamer Graf Bismarck (Ger), Hagemann, Marseilles and Genoa—Oelrichs & Co.
Steamer Egbert (Br), Faulkner, Tarragona—Funch, Edye & Co.
Steamer Acapulco, Shackford, Aspinwall—Pacific Mail Steamship Co.
Steamer City of Columbus, Nickerson, Savannah—George Yonge.
Steamer Gulf Stream, Ingram, Charleston—J W Quintard & Co.
Steamer Wyanoke, Couch, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamer Alliance, Lawson, Philadelphia—James Hand.
Steamer Nereus, Hallett, Boston—H F Dimock.
Ship Tecumseh, Lincoln, London—Vernon H Brown & Co.
Ship Balder (Swe), Samuelsen, Dublin—Funch, Edye & Co.
Ship Bonanza (Br), Churchill, Antwerp—Boyd & Hincken.
Ship St Nicholas, Stackpole, San Francisco—Sutton & Co.
Bark Claverhouse (Br), Parsons, Shanghai—R W Cameron & Co.
Bark Anita Berwind, McBride, Singapore—Vernon H Brown & Co.
Bark Etta Stewart (Br), Smith, Liverpool—Snow & Burgess.
Bark Chignecto (Br), Potter, Liverpool—Scammel Bros.
Bark Sofiid (Nor), Berner, Falmouth for orders—Funch, Edye & Co.
Bark Olive Thurlow, Corbett, Gloucester, E—Brett, Son & Co.
Bark David Taylor (Br), Wallace, Dundee—P I Nevius & Son.
Bark Revelle (Br), Reynolds, Antwerp—J W Parker & Co.
Bark Virginia L Stafford (Br), Curry, Marseilles—James Heavey.
Bark Ebenezer (Nor), Sorensen, St Malo—Bockmann, Oerlein & Co.
Bark Augvald (Nor), Larsen, Honfleur—Funch, Edye & Co.
Brig Nuevo Orotava (Sp), Cabrera, Seville and Cadiz—Dassori, Strachle & Co.
Brig Mettie Katrine (Dan), Ankerson, Rio Grande do Sul—Slocovich & Co.
Brig Ellen M Mitchell, Eaton, Port Spain, Trin—Daniel Trowbridge & Co.
Brig Lizzie Wyman, Fassett, Cienfuegos—E Sanchez y Deiz.
Brig Eugenie, Yessie, Cienfuegos—Parsons & Loud.
Brig Clara J Adams, McFadden, Sagua la Grande—Waydell & Co.
Schr Elliot L Dow, Byley, Beyrout—Evans, Ball & Co.
Schr Louis Murchison, Gabriel, Montevideo for orders—Evans, Ball & Co.
Schr Mark Pendleton, Gilkey, Kingston, Ja—Leaycraft & Co.
Schr Charles F. Heyer, Poland, Barbados—H Trowbridge's Sons.
Schr B F Lowell, Pinkham, Havana—J H Winchester & Co.
Schr Thomas Shay, Van Cleaf, St Jago (Cuba)—Evans, Ball & Co.
Schr Jennie A Stubbs, Stubbs, Richmond, Va—James A Van Brunt.
Schr Hattie Lollis, Sheppard, Baltimore—William Chalmers.
Schr S S Howell, Prior, Bridgeport and New Haven—F B Moulton.
Steamer O C Acken, Toms, Stamford—Stamford Manufacturing Co.

SAILED.

Steamers Wisconsin (Br), for Liverpool; Laplace (Br), do; Mercator (Belg), Antwerp; Acapulco, Aspinwall; Alliance, Philadelphia; ship Hallegarda (Br), Antwerp; barks Nictaux (Br), Bordeaux; August Leffler (Nor), do; Padre (Aus), Dedeagatch (Turkey); Mia Madre (Ital), London; Probo (Ital), Lisbon; Curacoa (Br), Curacoa; brig Fortunato (Ital), Rochefort.

Also sailed, steamers Wyanoke, for Richmond; Albemarle, Lewes, Del.

COMMERCE OF THE PORT DURING THE YEAR 1878.

The annexed statement, compiled from the files of the HERALD, shows the number of vessels which arrived at this port during the year 1878, with their rigs and nationalities as represented by their flags:—

Nationality.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
American	188	201	450	442	1,155	2,436
Austrian	—	7	226	15	—	248
Argentine	—	1	2	—	—	3
British	870	172	673	334	362	2,411
Belgian	44	1	3	—	—	48
Brazilian	—	—	—	1	—	1
Costa Rican	—	—	2	—	—	2
Danish	—	—	8	8	1	27
French	44	1	27	6	—	78
Greek	—	—	1	—	—	1
German	121	74	224	28	1	448
Haytien	—	—	3	17	6	26
Italian	—	2	425	80	—	507
Mexican	—	—	—	4	—	4
Netherlands	29	—	1	5	—	35
Nicaraguan	—	—	1	—	—	1
Norwegian	2	71	812	41	—	926
Portuguese	—	5	14	9	1	29
Russian	—	3	12	—	—	15
Swedish	—	1	50	10	—	61
Spanish	4	—	15	12	2	33
Venezuelan	—	—	—	6	—	6
Totals	1,312	539	2,949	1,020	1,528	7,349

There also arrived during the year three war vessels from foreign ports—1 Austrian and 2 French.

There were 12 vessels which sailed from this port bound to foreign ports which put back in distress.

There also arrived 2 English yachts from foreign ports.

During the same period there arrived from coastwise ports, via Sandy Hook, the following number of vessels:—

Steamers	995	Brigs	24
Ships	12	Schooners	3,075
Barks	23		
Total			4,129

During the same time there arrived from coastwise ports via Hell Gate as follows:—

Steamers	564	Brigs	64
Ships	14	Schooners	7,670
Barks	21		
Total			8,333

RECAPITULATION.

Whole number of foreign arrivals	7,349
Whole number of coastwise arrivals	12,461
Total for 1878	19,810
Total for 1877	21,018
Decrease for 1878	1,208

The annexed table shows the total number of arrivals, both foreign and coastwise, for the past five years:—

	Foreign.	Coastwise.
1874	5,758	14,972
1875	5,390	14,527
1876	5,782	14,698
1877	6,250	14,768
1878	7,349	12,461

HERALD MARINE CORRESPONDENCE.

NEWPORT, RI, Dec 31, 1878.

The brig Liberty arrived this AM from Aquin, Hayti, for orders, and reports that on the 28th inst, when 45 miles SW of Montauk, Capt Devereux, of Bucksport, Me, died from exhaustion and exposure, the vessel having had an unusually rough passage, and was buried at sea same day. His wife was on board.

An examination was made to-day of the bark Beatrice, from New York for Queenstown. Her bottom was found considerably chafed. The affected parts will be covered with canvas before she is towed back to New York for repairs. She was taken to the inner harbor this AM by revenue cutter Samuel Dexter.

MARITIME MISCELLANY.

The purser of the steamer City of New York will please accept our thanks for attentions.

STEAMER ACADIA, from New York, which arrived at Bermuda Dec 14, experienced heavy weather on the passage and lost several horses belonging to the Murray Circus Company.

STEAMER SEVERN (Br), Terrens, from Mediterranean for New York, put into Bermuda Dec 25 short of coal.

SHIP KINGSPORT (Br), Duff, from Antwerp at Delaware Breakwater, reports having experienced very heavy weather north of Hatteras, Dec 21 in a hurricane from WNW blew away foretopsail.

SHIP MCNEAR has been examined at Astoria and her second keel found to be gone, main keel forward split some 20 feet, forefoot split 10 feet, and bottom of rudder gone in part. The estimated cost of repairs is $15,000.

BARK SCOTIA (Br), Wyman, at Philadelphia from Dublin, experienced heavy NW and W gales continually, and was blown off into the Gulf Stream three times during the passage from Hampton Roads. Dec 8, John Hoare, white, a boy, 18 years old, fell from the maintopgallant rigging to the deck, breaking his leg, and sustaining other serious injuries; he lies in a critical condition. During the gale of 10th Thomas Lacy, while at the wheel, was struck by the wheel and had his left hand broken.

BARK LIMA (Br), at Delaware Breakwater from Dublin, reports Dec 27, Charles Smith, seaman, fell overboard from forecastle deck and was lost.

BRIG CIGANA (Russ), Carl, at Philadelphia from Denia, reports 4 A M Sunday was in collision in Delaware River with tug Hercules, and had bow stove in and received other damage. The tug had her rail broken.

BRIG GOLDFINDER (Br), Hadley, from Mirageane for Boston, put into Shelburne, NS, Dec 28, with loss of sails and short of provisions.

BRIG ANNA D TORREY, Bray, at Pensacola Dec 27 from Kingston, Ja, is partially dismasted.

SCHR SARAH WHITMORE, from Mobile for Kingston, Ja (before reported abandoned), went to sea Dec 20, at 5:30 AM, with a fresh breeze blowing NNE and fine clear weather. At 9 A M found vessel making water freely, wind shifted to NE and considerable sea running; got all hands to work on the pumps, and found, notwithstanding our exertions, that the vessel was gaining water on us. We then put back toward Mobile. At 10 AM we commenced to throw the deck load overboard in order to ease the vessel, at the same time working the pumps. The vessel was still gaining water on us fast and at 12 AM she was full. At 1 PM she was struck on the starboard bow by a heavy sea, which hove her on her beam ends. The crew was then called and a consultation held, when it was decided that it was unsafe to remain any longer on the vessel, as she was then breaking up and the wind and sea increasing. The yawl was then launched and we laid by the vessel until 2 PM, at which time it was unsafe to remain longer, as the sea was washing over the vessel, and with it lumber, which might have stove in the yawl. We then let go and pulled for the shore, but drifted about SW. At 4 PM we sighted a sail which proved to be the schr R W Brown, from Key West, bound for Pensacola, Fla. At 5 PM we got on board the Brown and arrived at Pensacola on the 21st day of December.

SCHR MAUD, from Charleston for Philadelphia, before reported as having put into Newport, RI, with loss of sails, &c., was ready to proceed PM Dec 30.

SCHR GEORGE WASHINGTON, Parsons, from Boothbay for Baracoa, which put into Bermuda Dec 14 in distress, and sailed again on the 20th, experienced a succession of heavy gales, and on the 10th, while lying to in a hurricane, lost both anchors, owing to their being used as a drag; also lost boat and sustained slight damage to steering gear.

SCHR POINTER, not long ago ashore on West Haven beach, has been repaired at an expense of $2,000.

SCHR SARAH C CROWELL, which had her keel broken and was sunk at Stony Creek a few days ago, is now undergoing repairs at Black Rock.

SCHR LANDSEER (of Gloucester), Melady, from Summerside, PEI, for Baltimore, with potatoes, left Vineyard Haven Dec 19, and when off Fire Island she hove to, but was blown to sea 200 miles and lost all jiwater from off deck. Friday morning, 27th, the schooner sent a boat to the Sow and Pigs Light vessel, and the captain supplied her with wood and water to last her to Newport, where she arrived 28th, and sailed 29th.

SCHR ALICE STETSON, from Philadelphia for Jamaica (before reported), was wrecked Dec 5 in trying to enter the Hawk's Nest anchorage, Turks Island, in heavy weather. The cargo was saved, more or less damaged; vessel a total wreck.

SCHR JAMES BLISS has been repaired and come off the Marine Railway at Vineyard Haven, and will reload at once and proceed to destination.

SCHR CYRUS STARBUTT, Babbidge, at Philadelphia from St Thomas, reports:—Dec 21, lat 36, lon 73, experienced a severe gale from ENE to SE; lost part of deck load of petroleum barrels. Dec 22 anchored 5 miles outside of Cape Henry and lay there four days, a gale blowing all the time from WSW to WNW.

SCHR A S PARKER, Ingraham, loaded with corn for the Glen Cove Starch Factory, sunk in Hempstead Bay on Sunday.

SCHR MARY ELLEN (not Ellen), Clark, from New York for St Andrews, was the vessel run into by schr Lavanier. The M E put into Portland 30th.

SCHR H & C BROOKS, of New York, which went ashore on the Brigantine Shoals on the morning of Dec 24, is breaking up. She was valued at $8,000 and not insured.

SCHR HENRY CROSKEY—Capt Scott set his steam pumps at work on schr Henry Croskey, sunk at the Beason Rock, Orient Point, on Saturday, and easily pumped her down to the keelsons, but finding a hole that had not been patched, or for some other reason fearing she might sink in deep water, he suffered her to fill again. When he has everything in readiness he will lift and take her up to Greenport.

SCHR LIZZIE M STEWART (of Portsmouth), from Prince Edward Island for Boston, before reported totally wrecked near Shag Harbor, NS, was not insured. The cargo was fully covered. Capt Perkins makes the following report:—Left Barrington the morning of Dec 9, blowing heavy, wind west, heavy sea on; went into Shag Harbor same day; next day heavy southeast gale, which at night increased to a hurricane, both anchors ahead; at 6:30 AM of 11th parted port chain, and immediately after the starboard one came across the bow of schr Carrie Walker, of Thomaston; schr Watson Baker, of Bangor, parted the same time and came across us both; heavy sea and undertow; schooners coming together at every sea; broke off foretopmast, flying jibboom and bowsprit; broke in all the top on starboard side, deck, waterways and bridge; vessel filling fast; smashed boat, fore chain bolt torn out on starboard side forward and cleared wreck from Carrie Walker, and all jumped aboard Carrie Walker to save life, but one man; the schooner struck on Gun Rock; surfboat took off man; called survey same day, which recommended immediate sale of wreck and cargo, which was done; the crew were sent home by the American consul by way of St John, NB.

STEAMER J J AUSTIN, which was sunk in Buttermilk Channel, was raised yesterday by the Baxter Wrecking Co and taken to Jersey City.

A CANAL BOAT, loaded with 250 tons, consigned to John Horan, of Hunter's Point, sank in Newtown Creek on Monday.

ALEXANDRIA, Dec 30—The steamer John Gibson, of the New York line, succeeded in getting down from Georgetown yesterday evening, after considerable difficulty, and is lying at her dock here until some repairs are made to her iron sheathing, which was damaged by the ice.

DUTCH ISLAND HARBOR, Dec 22—The Messrs King, of Jamestown, yesterday succeeded in getting up about 50 bags of guano which were thrown overboard from schr Nettie Lane (so) when on the rocks south of Dutch Island Light 21st inst; again to-day the same parties are at work obtaining more. The guano seems but little damaged, the bags particularly are nearly intact.

HALIFAX, Dec 28—Schr Black Bird (of St John, NB), Harrington, from Wolfville, NS, for New York, which put into this port a few days since, went ashore night of 18th near Townsend, and came off leaking badly. Extent of damage not ascertained. She has a cargo of potatoes and is waiting decision of consignees.

NORFOLK, Va, Dec 31—Steamer Tunis (Br), before reported ashore at Cape Henry, got off last night and is on her way to Norfolk, apparently uninjured.

ST JOHN, NB, Dec 31—During 1878 45 vessels, of 17,154 tons, owned or registered in St John, were lost, an increase of 10 vessels and 1,433 tons over the year 1877, and 17 vessels and 6,493 tons over the year 1876. The value of the vessels lost is estimated at $410,000, against $480,000 in 1877, $380,000 in 1876, and $210,000 in 1875.

SHIPBUILDING—In James M Bayles & Son's yard, Port Jefferson, some 50 men are employed. They are building a three masted schooner for Floyd & Newins' Georgetown trade. John R Mather at his yard is building a 600 ton three masted schooner, to be employed in the naval stores trade between New York and Georgetown, under command of Capt Selah Brewster.

At Hanscomb's shipyard, New Haven, the keel of a new vessel has been laid. She is to be a three masted schooner of about 1,000 tons burden, to run in the coal trade, and is building for Baltimore, New Haven and Boston parties. The dimensions are 140 feet keel, 35 feet beam and 15 feet depth of hold. The work is being pushed forward, and it is calculated to have the vessel launched next June. Capt Gilbert Manson, of schr Bill Stowe, running between Baltimore and Boston, will command her. The principal owners of the new craft will be James Boyce, of Baltimore; the captain will own a slice, and Mr Henry Sutton, of New Haven, who is interested in several other vessels, will also have an interest in her.

NOTICE TO MARINERS.

CHATHAM NEW HARBOR BARS (CAPE COD).

In April, 1851, an inlet was opened by the furious storm waves through Nauset Beach, about 1½ miles northeasterly from Chatham lighthouses. The current of ebb, by its great strength and velocity, has since carried seaward, nearly a mile into deep water, large quantities of sand, forming the dangerous shoals called Chatham New Harbor Bars, which lie in the direct track of vessels coming in with offshore winds bound east or west by way of Vineyard Sound. For several years a Nun buoy has been placed off these bars, but at night time, with a smooth sea, there are neither marks nor bearings to warn the mariner of his approach to these dangerous shoals, and he is liable to mistake the main bluff for the beach, the latter being very deceitive on account of its being elevated but little above the water. From the best authority that can be obtained at the present time there has been ashore upon these bars since their formation, including steamers and all other classes, 246 vessels; of this number from 50 to 100 have been total losses. The above facts, together with my personal experience and observation, show these bars to be very dangerous, and that there is no point of danger on the coast of the United States where one of the Whistling Buoys would be of more benefit to commerce than upon these bars.

GEORGE ELDRIDGE, Hydrographer.

CHATHAM, Dec 30, 1878.

WHALEMEN.

Cleared at San Francisco Dec 23, bark Sea Breeze, Thurman, to cruise.

A letter from Capt Winslow, of bark Com Morris, of NB, reports her at St Michael Dec 15, and had been there three weeks with bark Reindeer, Baker, do, waiting for suitable weather to discharge oil on board steamer Mississippi, which was also there waiting an opportunity to take cargo on board.

A letter received by Wm Phillips & Son, dated St Helena Dec 2, reports touched there previous to date barks Tamerlane, Briggs, NB, with 570 bbls sp and 30 do hpbk oil, all told; Petrel, Norton, do, 385 do sp this season. Both vessels had gone South. Bark Elizabeth, of St Helena, had taken 100 sp and 370 hpbk during last cruise of six months and had been condemned and broken up.

A letter from the steward of bark Lydia, Corey, of NB, reports her at Brava, CVI, Nov 19, with oil as last reported. All well; bound S.

A letter from Mr Coon, first officer of schr Pedro Varela, of Dennis, reports her arrival at Cape Verde Nov 21, all well. Reports took a very heavy blow the next day after sailing, and lay to for 48 hours, but came out of it without any loss.

The New London Telegram says the 1,500 seal skins reported taken by schr Thos Hunt are supposed to be the skins which lost schr Chas Shearer, of Stonington, left on the Diego Islands at the time she left part of her crew there and sailed on a whaling voyage. The Thomas Hunt sailed from Stonington in June last, and as the sealing season did not begin until November the se