SEYMOUR AND THE PRESIDENCY

He Thinks His Nomination Very Improbable.

NO EXPRESS DECLINATION.

Democratic Reconciliation Sure to Take Place in New York.

[BY TELEGRAPH TO THE HERALD.]

UTICA, Dec. 18, 1879.

It seems to be the prevailing impression that the success of the democracy in 1880 hinges upon the nomination of ex-Governor Horatio Seymour for President. That Governor Seymour could have the nomination for President by merely saying the word is conceded on all hands. The earnest desire of the country to ascertain whether, under any circumstances, Governor Seymour could be induced to reconsider his determination not to re-enter public life, led the representative of the HERALD to-day to visit Deerfield—the home of this Nestor of the democracy—to learn, if might be, from the sage's own lips his feelings at the present moment on this most important question. The person who answered the bell informed the reporter that the Governor was not feeling very well and had not come down stairs. While the reporter was intently engaged in perusing a volume in the extensive library, a side door softly opened and the Governor walked quietly in. He was dressed neatly in black, and wore upon his head a silk cap. He smiled a pleasant good morning, and extended his hand to the reporter. The latter approached the Governor upon the predominent political questions.

THE IMPORTANT QUESTION.

After a brief informal talk the reporter propounded the query:—

"You cannot but have noticed the growing disposition of the democracy in all sections to make you the Presidential candidate in 1880. If it should be thought by the National Democratic Convention that your nomination would be necessary for the party's success would you accept the candidacy?"

The Governor was hardly prepared for the question, but his answer was ready and his reply was characteristic of this philosopher-statesman. He said:—"As for myself, I do not think there is a general disposition to nominate me, nor do I think it would be wise to do so."

SELF-DEPRECIATION.

"For many reasons I should not be a strong candidate, and what I have said in regard to myself in answer to numerous invitations to make addresses upon political and other subjects would of itself be a good reason why I should not be elected, even if nominated. While my name was spoken of I did not consider it anything more than one of the speculations of the day in a time of political uncertainty. In the face of what I have said it is absurd to suppose that I shall be nominated. I have no idea that I shall be named by any convention for the Presidency if I sought the nomination. I should be guilty of a self-complacency which would be ridiculous if I thought a great party were anxious to make me a candidate against my wishes. Even in that improbable event I should do my friends a very great wrong if I should go upon a ticket with a knowledge that I was not the right man to be placed in that position.

THE NEW YORK SCHISM.

During these remarks Governor Seymour arose from his chair and paced leisurely back and forth, occasionally stopping before the reporter. As he concluded the reporter inquired—

"What do you think the prospects are for a union of the various factions of the democratic party in New York State?"

Governor Seymour, who had resumed his seat, looked up and answered, with a seriousness that betokened his interest:—"A union is so clearly demanded by the interest of all of the members of the party that it is a result no one can question, just now both parties are disorganized. The whole history of the country shows that the democratic party has a vitality that no other organization possesses. That is due to the fact that it has well settled principles which are right. Other organizations have grown out of evils which are transitory and have sought to gain power by appealing to the feelings which happen to be excited at the time. We have proof of that in the position of the republican party and the speeches of their leaders. They have studied to excite the North against the South, and are on the lookout for questions of that nature. They do not plant themselves upon questions growing out of good, nor can they do so, because of the great diversity of opinions among themselves upon such points."

A WILL AND A WAY.

"How can the party be united?" asked the reporter.

Governor Seymour seemed to regard the method as simple if put into execution. "It is not a matter of method," said the Governor, "but of disposition. If there is an inclination to act, the union can be effected. No machinery is needed. All that is necessary is for the factions to agree to unite upon the principles of the party. This must and will be done."

"Would you consent to act as arbiter to unite the party, as suggested by the NEW YORK HERALD?" the reporter inquired.

"I probably shall not be called upon," responded Governor Seymour, with a quiet laugh.

The reporter made the inquiry, "Do you think Grant will be renominated?"

"Really I can't state," said the Governor. "It is impossible for me to form an opinion."

"It is a rather singular circumstance, is it not, that you and Grant were candidates twelve years ago and are again prominently mentioned as candidates?"

The Governor responded, with a smile, "Yes, it is."

THE STAUNCH OLD PARTY.

In answer to other questions Governor Seymour said that he was living a quiet life on his farm, and that he had entirely withdrawn from taking an active part in political affairs. He stated that he read but few papers, and saw but few men. The Governor did not deem his opinions of any value and he was unwilling to speak in the general vague way he should have to in talking about the political aspects, but he thought that at this time everything was in a very unsettled state in both parties. He did not know how any one could forecast the future. He certainly could not. The Governor expressed faith in his own political convictions and the correctness of the views held by the democratic party. He affirmed that he could not doubt the success of the party, but when or how it was idle for him to speculate.

Governor Seymour is very reluctant to answer questions pertaining to the affairs of State and politics. He is daily in receipt of letters and telegrams asking him questions of this character, but he does not answer them. He said to the reporter that he had not answered so many questions before in a long time.

The reporter on his return to the city conversed with several Utica gentlemen. An impression seems to prevail in Utica that Mr. Seymour would not decline the nomination for President from the Democratic National Convention, provided the nomination were tendered him unanimously. At the same time he could not be induced to become a candidate in the ordinary acceptance of the term.

MEXICO.

NEW ISSUE OF TREASURY NOTES—THE SIERRA MOJADA QUESTION—DEFEAT OF MARQUEZ LEON.

CITY OF MEXICO, Dec. 15, 1879.

The Secretary of the Treasury had asked Congress to grant the privilege to issue $20,000,000 of Treasury notes, that amount being less than the estimated revenue for the current year. The Chamber of Deputies laid the bill granting the authority asked upon the table until next session of Congress.

Minister Foster arrived on the 8th inst. at Vera Cruz on board the Mexican cruiser Libertad, and reached the capital on the 9th.

The Sierra Mojada district has developed some rich mines, but they are no better than many in Chihuahua and Zacatecas.

A bill to repeal the law establishing the Sierra Mojada Territory is under discussion in the Senate. Congress will adjourn on the 15th inst. It is believed that Congress will do nothing to forward railway communication with the United States.

The tone of the respectable press is decidedly favorable to a closer intercourse with the United States, but some parties without influence or standing are endeavoring to make capital for themselves of showing great patriotism by their anti-American spirit.

General Marquez Leon had pronounced in Lower California and besieged La Paz, but was defeated by General Carbo. A number of persons are imprisoned in Mazatlan, accused of conspiring against the State.

General Gonzales is expected to take charge of the State government of Michoacan.

ILLINOIS DEMOCRATS.

CHICAGO, Dec. 18, 1879.

The Democratic State Central Committee met fifty prominent democrats from various parts of the State to day, to decide on a plan for arranging the State campaign. John H. Oberly, of Springfield, introduced a resolution which caused an acrimonious debate of four hours, condemning unqualifiedly any fraud whereby the will of the people is subverted by national or State authorities or individuals. The meeting voted down the amendment exempting the Maine race from the provisions of the resolution, and then defeated the resolution.

ARMY INTELLIGENCE.

WASHINGTON, Dec. 18, 1879.

Major Thomas F. Barr, Judge Advocate, has been relieved from duty at the Headquarters of the Department of Dakota and ordered to report to the Secretary of War for duty in his office.

The general court martial appointed in November last to meet at Willett's Point, New York Harbor, has been dissolved, as has also the court martial which met at the Cavalry Depot, Jefferson Barracks, Missouri.

Leave of absence for six months, on a surgeon's certificate of disability, has been granted to Lieutenant A. M. Patch, of the Fourth cavalry. The leave granted Major D. H. Brotherton, of the Fifth infantry, has been extended one month, and that granted Post Chaplain Simpson, two months. Eight months' leave has been granted to Lieutenant James D. Mann, of the Seventh cavalry.

NAVAL INTELLIGENCE.

WASHINGTON, Dec. 18, 1879.

Lieutenant George E. Ide has been ordered to the Alliance as executive officer. Lieutenant Charles P. Perkins, Master Milton K. Schwenke, Midshipman Horatio Harrison, Frank B. Case, O. G. Dodge and Albert W. Grant, Assistant Engineer Fry and Passed Assistant Paymaster George E. Banghman have been ordered to the Alliance. Lieutenants Gheen, Mason and Heald; Masters Downes and Banter, Ensigns Coltman and Veeder, Chief Engineer Ayres, Passed Assistant Engineer Currie and Cadet Engineer Cooley have been detached from the Alliance and placed on waiting orders. Lieutenant Royal B. Bradford has been detached from the Alliance and ordered to the torpedo station. Lieutenant Clifford H. West has been detached from the New York Navy Yard and ordered to the Alliance. Master Auger has been detached from the Nautical Almanac and ordered to the Alliance. Passed Assistant Engineer Burnap has been detached from special duty and ordered to the Alliance. Passed Assistant Engineer Jefferson Brown has been detached from the Experimental Board and ordered to the Alliance. Passed Assistant Paymaster Charles H. Bartlett has been detached from the Alliance and ordered to settle accounts.

KILLED FOR HIS MONEY.

CINCINNATI, Ohio, Dec. 19, 1879.

The *Enquirer's* despatch from Hagerstown says that great excitement prevails at Losantville over the disappearance and supposed murder by John Canaday of a Jewish pedler. The pedler was known to have money, and Canaday had proposed to give him a mortgage on his farm for a loan of $2,500. A short time ago the pedler visited Canaday and has not since been seen. His wagon was sold in a neighboring village by Canaday's son, and his horse was found buried on Canaday's farm. Canaday has been arrested, but his son has disappeared.

MURDERED AND ROBBED.

CINCINNATI, Dec. 18, 1879.

The *Enquirer's* Elkhart (Ind.) special says a report reached there that an old man, named William Young, living a short distance from Edwardsburg, was found murdered in his house yesterday. His body had been placed across the stove to give an impression of accidental death, but an examination revealed a gunshot wound. Young lived alone, and it is supposed he was murdered for money which he was known to possess.

TELEGRAPHIC NOTES.

The Atlanta (Ga.) Baptist Colored Seminary was dedicated yesterday.

Twelve buildings were burned at Bismarck, D. T., yesterday. Loss $50,000.

The Pennsylvania Railroad depot, at Tyrone, Pa., was burned yesterday. Loss, $8,000.

Daval Mills, Fall River, Mass., will increase its capital from $270,000 to $400,000, at $1 a share.

Michael Jenkins and Adam Martin were killed in collieries, near Pottsville, Pa., yesterday, by falling coal.

A coroner's inquest in the case of John Murphy, who was knocked down at Providence yesterday, showed that he died after taking ether.

Thomas Wall was arrested in Chicago, Wednesday, on a charge of stealing $10,000, in 1868, from the Southern Express Company, at New Orleans.

George W. Bowen, of West Haven, Conn., manufacturer of albums and visiting cards, has been arrested for alleged fraudulent use of the mails.

Intense cold prevailed yesterday in the Ottawa Valley, Ont., in some places the mercury falling to 34 degrees below zero. At the Dominion capital it registered 18 degrees below zero.

Fowler Brothers, packers, at Chicago, yesterday, discharged 2,000 hands who would not work with "non-union" men. Other packing houses are running very few hands and from 5,000 to 8,000 are idle.

In the case of Mrs. Brown, of West Winchester, Ont., accused of complicity with Clark Brown, lately hanged for murdering his father, the magistrates failing to agree, the case has been referred to the Crown Attorney.

Lane Theological Seminary, at Cincinnati, celebrated its fiftieth anniversary yesterday, when a new building, costing $20,000, was dedicated, and Rev. Dr. Ellsworth was installed in the chair of sacred rhetoric and pastoral theology.

FIRE IN STONE STREET.

About fifteen minutes to two o'clock this morning a destructive fire broke out in the row of cotton warehouses in Stone street, near the corner of Whitehall street. The flames were first discovered in the four story brick building No. 6 Stone street, next door to the house of Engine Company No. 10, and occupied by W. H. Smith & Co., Samuel Whitely & Co. and several other firms. The loss is estimated at $25,000.

THE DAIRY FAIR.

The tenth day of the International Dairy Fair, at the American Institute Building, Sixty-third street and Third avenue, was made conspicuous last evening in consequence of the awards to the different competitors and the presence of a large assemblage.

THE HERALD'S WEATHER PREDICTIONS.

[From the Scranton (Pa.) Free Press, Dec. 7.]

What has been the matter with "Old Probabilities" during the past couple of weeks? The weather has obstinately refused to be governed by the predictions. If "Old Probs" said "fair and warm" it was sure to cloud up and become chillier. When the predictions were "colder with rains" the sun shone out brightly and it was fair all day, and thus through all the variations the thing worked by the rule of contraries. Yesterday was the first day in two weeks that the predictions were verified, and then the verification was only partial. It is only justice to state that the weather indications of the NEW YORK HERALD have been verified each day. This most enterprising of American newspapers has a weather bureau of its own, and makes a specialty of weather indications, even truthfully predicting the weather of Great Britain.

POLITICAL NOTES.

The Grant boom has been lost.

Speaker Randall thinks the session will be a short one.

United States Senator Withers, of Virginia, is confident of a re-election.

The Rochester *Express* believes the Seymour movement is gaining strength.

Mr. Hamilton Fish is the candidate of the Hartford *Courant* for the English mission.

Mr. Stewart L. Woodford would, in the opinion of the Cincinnati *Gazette*, make a first class candidate for Vice President.

The Pittsburg *Dispatch* believes that the news from Washington will at no distant day be of a very lively character and well worth reading.

The Legislature which will be elected in Rhode Island next April will choose a successor to General Burnside in the United States Senate.

The Cincinnati *Commercial* suggests to Mr. W. D. Kelley that he ought to introduce a bill levying a high protective tariff on foreign gold.

Ex-Chief Justice Agnew, of the Supreme Court of Pennsylvania, has been invited to deliver the address of welcome to General Grant in Pittsburg.

The democratic animals at Washington are very gentle this session. You can take up either foot in perfect safety. So thinks the Hartford (Conn.) *Post*.

In the civil service the Cincinnati *Times* thinks honesty is of much more importance than scholarship. Many of the duties are clerical and can be performed by anybody of natural aptitude.

If, says the Scranton (Pa.) *Republican*, Southern "Moonshiners" continue their campaign during the winter as they have begun it, a motion to transfer the Revenue Bureau to the War Department will be in order.

The St. Louis *Republican* (dem.) says:—"There are three questions specially prominent at the present time, which require immediate and earnest attention. They are the Indian question, the Mormon question and the Chinese question."

THE EMPIRE CITY.

[From the Buffalo (N. Y.) Courier, Dec. 7.]

It is stated that at the approaching session of the Legislature an effort will be made to secure the consolidation of the cities of New York and Brooklyn. When the metropolis outgrew Manhattan Island and annexed a portion of Westchester county it became only a question of time when it would seek to incorporate the great neighboring city which sprang up thereon. The latter has long been regarded as virtually one of the suburbs of New York, although in population it is the third among the cities of the Union and outranked only by New York and Philadelphia.

It is not probable that the consolidation scheme will be adopted at the coming session or within the next few years. The people of the two cities are not prepared for it as yet. The "country" districts, apprehensive and jealous as they are of the influence of the metropolis, will not readily approve a plan that would unify the two leading cities of the State. The interests of politicians, moreover, are opposed to the scheme. There should also be further efforts to solve the problem of municipal government by constitutional and statutory measures before the formation of so huge a municipal corporation as New York and Brooklyn would constitute can be safely undertaken. But though the city of New York in the legal sense of the word will probably be confined to its present limits for some time to come, a larger city of New York as a matter of fact already exists. Of this vast city, with a population of some two millions, New York proper is only the centre. It includes not only Brooklyn, but, defying State boundaries, Jersey City, Hoboken and various metropolitan suburbs in New Jersey and even Connecticut. There are no cities in the civilized world, except London and Paris, with which it can properly be compared, and it is more than probable that in the next century this great city of the New World will surpass in size the capitals of France and England. The present metropolitan population of some two millions is about equal to that of the entire United States a century ago. It is just as proper to describe this large community as "New York" as to give the name of "London" to the British metropolis, which, as is well known, has no common local government, but embraces several municipal corporations, including the "city of London"—a small part of the metropolis—and extends over several counties or parts of counties. As we have said, New York in this larger sense is a fact needing no statutes for its recognition, and which has actually passed beyond the jurisdiction of our Legislature.

FISH FOR DISTRIBUTION.

ROCHESTER, Dec. 15, 1879.

TO THE EDITOR OF THE HERALD:—

The Commissioners of Fisheries of the State of New York desire to state that they are now ready to receive orders for the following named fishes:—Brook trout, salmon trout, black bass, Oswego bass, rock bass, yellow perch, pike perch or wall-eyed pike and bull-heads. The order book will remain open until March 1, 1880. Parties wishing fish to stock any of the public waters in this (New York) State will please address the undersigned and give a description of the waters they wish to stock, as the success depends on putting the kinds of fish in waters suitable for them.

SETH GREEN, Rochester, N. Y.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamers.	*Sails*	*Destination.*	*Office.*
Holland	Dec 20	London	69 Broadway
City of Berlin	Dec 20	Liverpool	31-33 Broadway
Anchoria	Dec 20	Glasgow	7 Bowling Green
Elysia	Dec 20	London	7 Bowling Green
Rhein	Dec 22	Bremen	2 Bowling Green
Wisconsin	Dec 23	Liverpool	29 Broadway
Gallia	Dec 24	Liverpool	4 Bowling Green
Spain	Dec 24	Liverpool	69 Broadway
Maas	Dec 24	Rotterdam	30 Broadway
Amerique	Dec 24	Havre	55 Broadway
Frisia	Dec 25	Hamburg	61 Broadway
City of Montreal	Dec 25	Liverpool	31-33 Broadway
Mikado	Dec 25	Glasgow	72 Broadway
Victoria	Dec 27	London	7 Bowling Green
Germanic	Dec 27	Liverpool	17 Broadway
The Queen	Dec 27	Liverpool	69 Broadway
Ethiopia	Dec 27	Glasgow	7 Bowling Green
Neckar	Dec 27	Bremen	2 Bowling Green
Vaderland	Dec 29	Antwerp	52 Broadway
Algeria	Dec 31	Liverpool	4 Bowling Green
France	Dec 31	London	69 Broadway
Baltic	Jan 1	Liverpool	17 Broadway
Herder	Jan 1	Hamburg	61 Broadway
Republic	Jan 3	Liverpool	31-33 Broadway
Main	Jan 3	Bremen	2 Bowling Green
Circassia	Jan 3	Glasgow	7 Bowling Green
P. Caland	Jan 3	Rotterdam	50 Broadway
Wyoming	Jan 6	Liverpool	29 Broadway
Scythia	Jan 7	Liverpool	4 Bowling Green
France	Jan 7	Havre	55 Broadway
Westphalia	Jan 8	Hamburg	61 Broadway
City of New York	Jan 10	Liverpool	31-33 Broadway
Devonia	Jan 10	Glasgow	7 Bowling Green
Weser	Jan 10	Bremen	2 Bowling Green
Gellert	Jan 15	Hamburg	61 Broadway
Nevada	Jan 20	Liverpool	29 Broadway
Labrador	Jan 21	Havre	55 Broadway

ALMANAC FOR NEW YORK THIS DAY.

SUN AND MOON.		HIGH WATER.	
Sun rises	7 20	Sandy Hook	eve 11 49
Sun sets	4 35	Gov. Island	morn 12 34
Moon sets	eve 11 47	Hell Gate	morn 2 19

HERALD YACHT WEATHER OBSERVATIONS.

Dec. 18.	*Hour.*	*Bar. Inch.*	*Ther. Deg*	*Wind.*	*State of Weather.*
New York	Noon	30.55	40	WNW	Clear.
Sar	4 PM	30.60	37	Calm	Clear.
Highlands	8 PM	30.60	32	S	Clear.
Narrows	12 PM	30.55	32	SW	Clear.

WESTERN UNION TIME BALL.

NEW YORK, Dec 18—Noon.

The Western Union time ball was dropped correctly to-day.

PORT OF NEW YORK, DEC. 18, 1879.

ARRIVALS.

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

Steamer Bristol (Br), Symons, Bristol 14 days, with mdse and passengers to W D Morgan.

Steamer Otranto (Br), Jenkins, Hull, E, via Boston, to Sanderson & Son.

Steamer Gresham (Br), Gibbs, Newcastle Nov 8, via Baltimore Dec 16, in ballast, to J G Seager.

Steamer Vaderland (Belg), Nickels, Antwerp, Dec 5, with mdse and 275 passengers to Peter Wright & Sons.

Steamer Alps (Br), Krause, Jacmel Nov 28, Aux Cayes 30th, Gonaives and St Marc Dec 2, Port au Prince 6th, and Kingston, Ja, 11th, with mdse and passengers to Pim, Forwood & Co. Dec 15, lat 30 12, lon 74 16, passed bark Mary C Hale, Higgins, from New York for Laguna. Same day, steamer Kina (Br), do for Jamaica, &c.

Steamer City of Savannah Mallory, Savannah 3 days, with mdse and passengers to George Yonge.

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

Ship B R Weldon (Br), Wright, London 25 days, with mdse to J W Parker & Co.

Ship Frolic, Bush, Havre 28 days, in ballast, to Pray & Dickens. Came the middle passage and had strong easterly winds to Nov 28, when it hauled to NW; had fine weather to Dec 14, when we got soundings off Shinnecock, raining and blowing hard; same day wind shifted to NW, blowing a gale, which drove the ship off again.

Bark Alma (Nor), Johansen, Liverpool 35 days, with salt to order; vessel to Benham, Boyesen & Co.

Bark Cyclone, Field, London 28 days, in ballast, to Carver & Barnes.

Bark Giorgio Washington (Ital), Parodi, Lynn Oct 3, with old iron to order.

Bark Helene (Ger), Gerdes, Bremen 62 days, with mdse to J A Pauli.

Bark Frogner (Nor), Pedersen, Havre 50 days, in ballast, to Funch, Edye & Co.

Bark Jennie Parker (of St John, NB), Veale, St Nazaire 21 days, in ballast, to J W Parker & Co. Had strong easterly winds the first 17 days; afterward strong W and NW winds.

Bark Rinascente (Ital), Savarese, Bayonne 40 days, in ballast, to Funch, Edye & Co.

Bark Oreste (Ital), Criscuolo, Oporto 44 days, with mdse to Funch, Edye & Co.

Bark Abel (Nor), Omdahl, Oporto 37 days, in ballast, to Bockmann, Gerlein & Co.

Brig Russo (Ital), Paturzo, Seville 46 days with mdse to order; vessel to Funch, Edye & Co.

Brig Lily (of Newport, E), Jones, Rio Janeiro 55 days, with coffee to Recknagle & Co. Crossed the Equator Nov 16, in lon 39 29. Had variable weather.

Schr Emma Ritch (of Port Jefferson), Tooker, Pernambuco 29 days with sugar to the Bank of Montreal; vessel to Woodhouse & Rudd.

Schr Clotilde (Hay), Rudolf, Miragoane 18 days, with logwood, coffee, &c., to Lyon, & Co; vessel to James Borland.

Schr A W Ellis, Ferguson, Jacksonville 12 days, with lumber to order. Is bound to Elizabethport.

Schr T W H White, Smith, Virginia.

Schr R C A Ward, Crane, Virginia.

Schr Belle Halladay, Crawford, Baltimore for Providence.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer Eleanora, Bragg, Portland for New York, with mdse and passengers to J F Ames.

Steamer City of New Bedford, Davis, Fall River for New York, with mdse to the Old Colony Steamship Company.

Schr Frank A Smith, Smith, Charlottetown, PEI, for New York, with potatoes to order.

Schr E C Gates, Freeman, Calais for New York, with lumber to order.

Schr Freddie Walker, Allen, Provincetown for New York.

Schr Veto, Stevens, Thomaston for New York, with lime to Haviland & Pressy.

Schr A M Lee, Lee, Somerset for Amboy.

Schr Hannah Blackman, Mathews, Vinalhaven for New York.

Steamer Galatea, Providence for New York.

Schr Peacedale, Young, Narragansett Pier for New York.

Schr Fannie F Hall, Chapin, Norwalk for New York.

Schr Harbison Hickman, Robeson, New Haven for New York.

Schr Mabel Thomas, McKenzie, New Haven for Baltimore.

Schr Mary Decker, Nelson, New Haven for Virginia.

Schr Haze, McNamee, Greenwich for New York.

Schr Eclipse, Dixon, Northport for New York.

BOUND EAST.

Steamer Achusnett, Davis, New York for New Bedford.

Bark Kvasind (Br), Sprague, New York for Antwerp (and anchored in Hart Island roads).

Bark Queen of the Fleet, Weller, New York for Antwerp.

Bark Premier McKenzie (Br), Chapman, New York for Passages, Spain (and anchored in Hart Island roads).

Schr A B Baxter (Br), Baxter, New York for Cornwallis, NS.

Schr Bramhall, Hamilton, New York for Boston.

Schr Millie Frank, Edwards, New York for Mystic, Ct.

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

Schr Percy, Mitchell, Hoboken for Eastport.

Schr Anna Myrick, Mooney, Hoboken for Jonesport.

Schr Bertha J Fellows, Clark, New York for Boston.

Schr Z L Adams, Nickerson, New York for Boston.

Schr George W Glover, Morton, Hoboken for Boston.

Schr Louisa Smith, Webber, Hoboken for Boston.

Schr Rachel Jane, Cushman, Hoboken for Boston.

Schr Morelight, Norwood, Hoboken for Boston.

Schr Abby Wasson, Lord, Hoboken for Boston.

Schr Sarah Mills, Burdick, Hoboken for Boston.

Schr Mary Standish, Thickett, Hoboken for Boston.

Schr Teaser, Littlejohn, Hoboken for Duxbury, Mass.

Schr Helen King, Elwood, Hoboken for Weymouth.

Schr Grace, Alley, Hoboken for Wood's Hole.

Schr Racer, Howard, Hoboken for Providence.

Schr Ann Elizabeth, Keene, Hoboken for Providence.

Schr Charles Dennis, Eaton, Hoboken for Providence.

Schr Jane, Hoboken for Providence.

Schr Belle R Hull, Brush, Hoboken for Providence.

Schr Anna Frye, Bryant, Weehawken for Boston.

Schr S J Miller, Lewis, Port Johnson for Boston.

Schr J M Carter, Sargent, Port Johnson for Salem.

Schr Niantic, Beebe, Port Johnson for New Haven.

Schr A W Ellis, Ferguson, Amboy for Boston.

Schr Sarah Brown, Gardiner, Amboy for Fall River.

Schr Velma, Osbon, Amboy for Salem.

Schr Favorite, Eldridge, Philadelphia for Newport.

Schr Willie Luce, Spear, Baltimore for Boston.

Schr Jane L Newton, Atkins, Baltimore for Boston.

Schr William Mason, French, Baltimore for Providence.

Schr Anna Shepard, Horton, Baltimore for Providence.

Schr Albert Daily, Mason, Baltimore for Norwalk.

Schr Rodney Parker, Parker, Baltimore for New Haven.

Schr Warren Sawyer, Reed, Georgetown for Boston.

Schr Wm A Morrell, Kelly, Georgetown, DC, for Norwich.

Schr G W Beatley, Sprague, Virginia for Allyn's Point.

Schr Hattie Lollis, Lollis, Virginia for Newport.

BELOW.

Brig Nile (CR), Gordon, from St Thomas.

CLEARED.

Steamer Assyria (Br), Campbell, London—Henderson Bros.

Steamer Hansa (Ger), Dannemann, Bremen—Oelrichs & Co.

Steamer Wieland (Ger), Hebich, Hamburg via Plymouth and Cherbourg—Kunhardt & Co.

Steamer Castilla (Sp), Medina, Barcelona—E Puig & Co.

Steamer City of Washington, Zimmermann, Havana—F Alexandre & Sons.

Steamer Bermuda (Br), Wilson, Bermuda—A E Outerbridge & Co.

Steamer Santiago de Cuba, Foote, Charleston—J W Quintard & Co.

Steamer Manhattan, Kelly, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Steamer Richmond, Stevens, Norfolk, Va—Old Dominion Steamship Co.

Steamer E C Biddle, Wallace, Philadelphia—Wm P Clyde & Co.

Steamer F W Brune, Foster, Baltimore—J S Krems.

Steamer Nereus, Hallett, Boston—H F Dimock.

Ship Otto & Antoine (Nor), Gundersen, Bremen—Funch, Edye & Co.

Bark Priscilla (Ger), Bischoff, Singapore—C Tobias & Co.

Bark Marie (Nor), Olsen, Cork for orders—Funch, Edye & Co.

Bark Carolina (Aus), Tommasich, Cork for orders—Slocovich & Co.

Bark Orion (Ger), Clausen, Cork for orders—Funch, Edye & Co.

Bark Nahor (Aus), Tugnizza, Cork or Falmouth for orders—Funch, Edye & Co.

Bark Hesperia (Nor), Stromgren, Cork or Falmouth for orders—C Tobias & Co.

Bark Haavund (Nor), Ullereas, Cork or Falmouth for orders—Funch, Edye & Co.

Bark Monte A (Ital), Olivari, Queenstown, Falmouth or Plymouth for orders—Dassori, Strachie & Co.

Bark Ausonia (Ital), Briarneto, Queenstown, Falmouth or Plymouth for orders—Attilio Giunlo.

Bark Sven (Nor), Marcussen, Bremen—C Tobias & Co.

Bark Queen of the Fleet (Br), Welling, Antwerp—P I Nevius & Son.

Bark Orquell (Br), Foster, Rouen—James Edmiston.

Bark G S Penery (Br), Penery, Santander—J W Parker & Co.

Bark Carolina (Nor), Brown, Naples—C Tobias & Co.

Bark Mousita (Br), Gorham, Punta Arenas, &c—Pomares & Cushman.

Bark Brothers, Colson, Sagua la Grande—J E Ward & Co.

Bark Viscount Macduff (Br), Wright, Perth Amboy—G F Bailey.

Brig Salista, Partridge, Gibraltar for orders—John Zittlosen.

Schr Phebe, Modoro, Point-a-Pitre, Guad—H A Vatable & Sons.

Schr Susan P Thurlow, Eaton, Havana—Brett, Son & Co.

Schr Samuel L Russell, Steelman, Jacksonville—Warren Ray.

Schr Minnie, Wicks, Savannah—Evans, Ball & Co.

Schr Eleanor, Squires, Georgetown and Pot Bluff, SC—E D Hurlbut & Co.

Schr Sarah (Br), Lawson, Elizabethport, NJ—Boyd & Hincken.

Schr Eagle, Robeins, Boston—Charles Twing.

Schr L & M Knowlton, Tibbetts, Boston—Abiel Abbott.

Schr Wm H Bowen, McDaid, Providence—J C Roberts.

Schr Baltimore, Satterly, New Haven—H E Doyle.

SAILED.

Steamers Wieland (Ger), for Hamburg; Schiedam (Dutch), Rotterdam; Adriatic (Br), Liverpool; State of Indiana (Br), Glasgow; Strathmore (Br), London; Assyria (Br), do; City of Washington, Havana; Geo Whitney, New Orleans; Manhattan, Richmond, &c; Richmond, Norfolk; Albemarle, Lewes, Del; ships Deveron (Br), London; Barbarossa (Ger), Bremen; C B Carver, Anjer; barks Abiel Abbott, Melbourne; Hosten (Nor), Bordeaux; Boylesta (Nor), Hamburg; Mira Secundo (Ital), Queenstown; Barone Vrayczany (Aus), Cork or Falmouth; brig Wanderer (Br), Bahia.

MARITIME MISCELLANY.

STEAMER MOBILE (Br), Harrison, the pioneer of the Gulf City Steamship Company, arrived at Mobile, 18th inst, from Glasgow. She brought a full cargo, including 900 tons of freight for St Louis, via the Mobile and Ohio Railroad, with which artery to the Northwest the steamship company is allied. The steamer Mobile is a new vessel and her capacity is about 5,000 bales of cotton.

SHIP OLIVE S SOUTHARD, from New York, which arrived recently at San Francisco, suffered considerably during the voyage and will have to undergo considerable repairs. It is reported that she is leaking and will dock for repairs.

BARK ANN ELIZABETH (not Ann English), Phelan, from Havana, is the vessel damaged at Key West by being run into by steamer Dover.

BARK JAMES THOMSON (Br), Matthews, from Annatto Bay, Ja, with rum, sugar, &c, for London, when off Cuba became leaky and put into Falmouth, Ja, 5th inst, to discharge cargo and repair.

BARK REPUBLIC (Ger), from Maracaibo for Europe, which put into Jamaica in distress, repaired and sailed Dec 7 on her voyage.

BRIG BLACK SWAN, at Vineyard Haven, from Miragoane via Fortune Island, reports—Had continued northeast gales during the entire passage and had rigging carried away, sails split, etc. On November 16 Joe L O Keer, a seaman, of Prince Edward Island, died of heart disease.

SCHR EXCELSIOR (of Cold Spring), Blyden, from Perth Amboy for Chester, Ct, sprang a leak in the early part of the evening of the 16th and sank at 6 o'clock AM 17th, from three to five miles SE of Faulkner's Island. The captain and crew worked at the pumps all night, hoping to save the vessel, but the water gaining rapidly they abandoned her just in time to escape being drawn down with her, losing everything but what they stood in. They landed at Clinton, Ct, the same day, at 12 o'clock, in an exhausted condition. The vessel was owned by Charles H Jones, of Cold Spring, and was uninsured. Cargo supposed to be insured.

SCHR MARY WEAVER, of Philadelphia, for Providence, coal laden, was run into on the night of December 17, off Saybrook, by an unknown flight, two-masted schooner, which cut the stern of the Weaver down to the water's edge and carried away cabin and rail. She was towed into New London, PM of the 18th, by propeller Holivar. Will probably be towed to Providence.

SCHR ANNA BELL, at Vineyard Haven, from Cape Haytien, reports that on the 26th ult, at Cape Haytien, Albert W Shephard, of Rockland, Me, died of yellow fever, and on the 2d inst Thos Clark, a seaman, of England, died at sea of the same disease.

SCHR WAVE, 77 tons, formerly in the lighthouse service, has been purchased by Capt Stillman Wallace, of Portland, who is fitting her up for the packet business between Portland and Millbridge.

HALIFAX, NS, Dec 18—The brigantine Ida, of and from St Johns, NF, for North Sydney, struck near St Ann's, CB, on the night of the 15th inst, and went to pieces an hour after. The crew were saved and arrived at North Sydney to-day.

NORFOLK, Va, Dec 18—The Pacific Mail steamer Clyde was towed up from Hampton Roads to-day, and will be put on the dry docks for repairs.

PENSACOLA, Dec 15—Capt Anderson, of the British bark Portland, and two seamen were drowned on the night of the 13th inst by the capsizing of the ship's boat in a squall. Two other seamen who were in the boat were saved by clinging to the boat's bottom. They were picked up by a schooner after being seven hours in the water. The ship was loaded and ready for sea.

SOUTH ST GEORGE, Me, Dec 16—Schr E A Horton (of Gloucester), on a fishing cruise, while shifting anchorage in this harbor, drifted on to the Lobster Rock. She lies in a bad position, but will probably come off next tide. Possibly she may receive some damage.

Schr Lucy Ann, Capt Meservy, from Portland for Tenants Harbor, with freight, while leaving this port, went ashore on a southern ledge in the NE point of the harbor. Vessel lays badly, but will probably float at high water unless she bilges.

AMERICAN LLOYDS UNIVERSAL STANDARD RECORD OF SHIPPING—The volume for 1880 is received from Capt Thos D Taylor, the originator and publisher, 35 Wall st. This register was established in 1857 under the approval of ship-owners, builders and the New York Board of Marine Underwriters. It has the written indorsement of a large number of American and foreign insurance companies and the recognition of the United States government. It is adopted by the government of Peru for the selection of guano loading vessels. This volume (the twenty-fourth) contains the names of over twenty thousand vessels of all classes, with their tonnage, rate, dimensions, when and where built and owned, when last surveyed, &c. It also contains rules for the construction and classification of vessels, stowage and dunnage of cargoes, depth of water in the principal ports of the world, and much other valuable matter relating to the shipping interest. It is neatly and strongly bound, printed in clear type, and recognized throughout the world as a standard book of reference by insurance companies and parties effecting charters.

SHIPBUILDING—Messrs Goss & Sawyer, of Bath, are preparing to build a four-masted ship of 2,000 tons. G T Lemont is making the model.

LAUNCHED—From the yard of Doughty & Kappella, Phila, Dec 18, a passenger and freight steamer, for Capt Wm P Drake, of New Hamburg, NY. The machinery was built by Neafie & Levy.

WHALEMEN.

Cleared at San Francisco Dec 10, barks Sea Breeze, Tinman, and Thos Pope, Adams, to cruise.

A letter from Capt Braley, of schr Amelia, of NB, reports her at sea Dec 3, 7 days out. Reports the day previous, spoke schr E B Conwell, Costa, NB, 30 bbls sp since leaving Brunswick—who reports schrs Emma Jane, Marchant, Edgartown, 210 sp, all told; C W Morse, Hazard, NB, 75 sp; Golden City, Martin, do, 72 sp; Rising Sun, Smith, Provincetown, one whale.

SPOKEN.

Ship Riverside, Rich, from New York for London, no date, on the Newfoundland