LATER FROM NEW-ORLEANS

BATTLE NEAR BRASHEAR CITY.

Capture of the Confederate Steamer Sigur.

THE REBELS DRIVEN UP BAYOU TECHE.

The steamship Potomac, Capt. Fletcher, from New-Orleans November 7, and South-West Pass the 9th, arrived on Wednesday morning with four days later news. We are indebted to Capt. Fletcher for voluminous files of papers to the 8th inst., and prompt delivery of our correspondence.

Battle Near Brashear City.

From The Delta of the 5th.

The following letter from our correspondent with the naval expedition under Lieut. Buchanan, at Brashear City, gives an account of quite a brisk action which took place on the 3d inst., between some of our gunboats and the Rebel batteries and gunboats on the Teche.

It would seem that there has been rather lively work in that region. The Confederates have crossed the Bay at Brashear City, and have gone up to a point on the Bayou Teche about 14 miles from Brashear, where they have placed obstructions in the stream.

The Confederates destroyed the bridge across Bayou Bœuf, together with a large amount of rolling stock. This bridge is about eight miles from Brashear City, and Col. Thomas, with the 8th Vermont Regiment, was engaged in repairing it. The distance from Thibodauxville to Brashear is about 29 miles. A portion of Gen. Weitzel's command is at Tigerville, about half way between the two places, and as soon as Col. Thomas completes the repairs on the bridge, the whole of his force can be thrown on any point on the road in a few hours.

We shall expect to hear a good account from them in a few days. Bayou Teche connects with the waters of Berwick's Bay through the Atchafalaya River, and leads up into the Attakapas country. Opelousas, Vermillionville, St. Martinsville, Franklin, and other towns, are near the bayou or its connecting streams:

Off Brashear City, Nov. 4, 1862.

We arrived off here on the night of the 1st, but unfortunately too late to stop the Rebels from crossing. There was a great deal of difficulty in getting over the Bay, and we felt the want of light draft vessels very much. The day the Kinsman arrived, Lieut. Buchanan crossed in her, and tried to get the Estrella over, but she grounded. He came up to the mouth of the river, but saw nothing but the Hart, which he chased but could not catch. They got the Estrella and the St. Mary's over the next day, and the following day the Calhoun came up with the Diana.

The night of our arrival here, we chased the Rebel gunboat Cotten, but she got away from us by her superior speed. The same night was captured the Rebel steamer A. B. Seger. She is a small boat, about the size of the Fancy Natchez, and is very useful.

Yesterday, all the gunboats went up Bayou Teche, found the enemy about fourteen miles from here, and passed above the obstructions they had sunk in the Teche.

The boats engaged them for two hours, and drove them off, including the Cotten. The Kinsman bore the brunt of it, and received 54 shots in her upper works and hull, and had one man killed (a soldier of the 21st Indiana) and five wounded.

The pilot, John Bellin, had his leg badly shattered, and died to-day from the effects of amputation. Capt. Cook, on the Estrella, received three shots, and had two soldiers of the 21st Indiana killed while working the guns, and one man badly wounded.

The Diana received three shots, but had no person hurt. She will have to be hauled out, as her stem is shot away.

The Calhoun received eight shots, but fortunately they did no material damage.

Capt. Wiggins fought his ship nobly. He was in such a position that he received all the fire from the artillery on shore, and at the same time had the Cotten playing upon him. He, however, drove the artillery away, and put several shots into the Cotten.

The whole Rebel force was there, numbering between three and four thousand men, with (it is said) 70 field-pieces. It is reported to-day that we did them a great deal of damage, and that the Cotten is sunk. They had thrown up a mud fort on this side, but evacuated it on our arrival. An attempt was made to remove the obstructions, but without success; but I think that when Gen. Weitzel arrives, so as to afford protection from the sharpshooters on the banks, we can do so.

The enemy destroyed about 1,000 hogsheads sugar, a lot of molasses, and also burned 93 cars and steam engines.

The Cotten is iron-cased, and did some excellent shooting. She mounts one long 32-pounder, four 24-pounders and two 6-pounders, rifled guns. The iron casing on the Kinsman and Diana turned the shot beautifully.

Capt. McLoeffin, who was on board of the Calhoun, with his company, went ashore with his men and tried to get opposite the Cotten, but before he got up to her she had left. If she has not been sunk we will get her yet.

Nov. 5.—Lieut. Buchanan has just returned from another trip up the Teche, with the Estrella. He had three men killed by a shot. The Cotten was there. They had a battery on each bank, but he succeeded in driving them off. I think the Cotten is casemated, as our shell glanced off. He was on fire once. We could plainly see our shot strike him, but he fights bows on.

Another Rebel Humbug Exploded—Running the Blockade—Affairs at Mobile—The Proclamation to Free Slaves—The Texas Refugees—The Opening of the Mississippi.

From Our Special Correspondent.

New-Orleans, Nov. 7—4 p. m.

In a former letter I mentioned that some of the most active Secesh here are British subjects, or those claiming to be so. *The Delta*, the other day, was a little surprised to find the following in *The Jackson Mississippian*:

On Sunday last the English man-of-war Rinaldo approached the foot of Canal street, and, assuming a hostile attitude, demanded from the authorities the release of James Syme, druggist, an English subject, who was confined in Fort Pickens, and indemnification for the seizure of his property and person to the extent of $100,000. Gen. Butler requested ten days to consult with the authorities at Washington, to which the Captain assented. The Captain of the Rinaldo is a young British officer of great gallantry, and whose sympathies are said to be warmly in favor of the South. When our prisoners were leaving New-Orleans the band on his vessel struck up the lively tune of the "Bonnie Blue Flag," to the great chagrin of the Yankees.

Of course this is a mere fabrication, as regards Mr. Syme, and carries its refutation upon its face, for how could Gen. Butler consult with the authorities at Washington in ten days, even if he wanted to ever so badly. But upon such silly stuff do the leaders of the Rebellion manage to feed their dupes, who, knowing no better, implicitly believe all they are told. As to "the band of the Rinaldo playing the 'Bonnie Blue Flag' to the chagrin of the Yankees," it seems hardly probable that the commander of a British vessel should so far forget himself as to permit such an act. One thing is, however, certain, that a great deal of sympathy for the Southern cause is manifested by all the officers and men I have met. I am positively informed by a gentleman who was present, and whose word I believe, that the Confederate prisoners, taken at Thibodeauxville were cheered by the men on board the Rinaldo. And I can state of my own knowledge, that the Rinaldo is visited every evening by parties of ladies and gentlemen, French and English, and also Confederate prisoners waiting to be exchanged, and that they have a gay time, dancing, &c., and that the "Bonnie Blue Flag" is a favorite tune on board. This is so well known here, that Col. Thorp, in a speech at the Union meeting, at the City Hall, on Wednesday evening, referred to it, as an evidence of what is done under cover of neutrality.

In spite of all the precautions of the authorities here, the Rebels and their friends manage to "run the blockade," and to go and come from Rebeldom to the city almost daily. I have seen several parties who reached here from Mobile within the last week, and from them I gather some interesting items as to how they get along there, and at the watering places across the lake, that used to be the favorite Summer resort of numbers of families who did not go North. There are many very handsome residences along the lake shore, at Bay St. Louis, Pass Christian, Mississippi City, Biloxi, Pascagoula, fine grounds beautifully laid out, wharves and bath-houses extending out into the lake in front of every house, for miles along the coast. Many merchants in town have their Summer residences for their families here, and many kept servants there all the year round.

Very little produce is raised in the adjacent country, it being nothing but a sandbank for many miles back. Many of the residents here used to make a comfortable living in bringing oysters and lumber to the city, and carrying back the necessary supplies from here. These places depended upon New-Orleans for nearly everything except vegetables, and of them they had not enough. Hay and feed for cattle went from here. Fish was always abundant in the lake, but they were mostly too lazy to catch them; now they dare not go out to fish, for fear of being caught themselves by the blockaders. Since the occupation of Ship Island by the Union troops, the blockade of Mobile, and the capture of New-Orleans, the people along the lake shore have a desperately tough time of it, as the reward of their treason. Until quite recently they have been running small schooners and sloops from Pass Christian and other places on the lake to Mobile for supplies, but having been chased a few times by some armed schooners of light draught, they discontinued it as a business that "won't pay." They now go through the woods to Mobile with carts. Flour is $50 ₽ bbl. in Mobile, coffee $2 50 ₽ lb, tea $8, salt from $90 a $100 ₽ sack, and quinine is very scarce and said to be worth $40 ₽ oz. That the price of these things along the coast, after having been brought 50 miles over bad roads, including many miles of swamp, is rather steep, you can readily imagine. I am told that at these places they use but little wheaten flour; a great many have not had it for months, not being able to buy it, but they have a fair supply of corn meal and sweet potatoes, which thrive there. Shoes and clothing have fabulous prices.

There are about 8,000 troops in Mobile. The soldiers are much better provided for than most of the people, the authorities taking all supplies they need from them. The people are said to be confident they can hold the city, but whether, under the circumstances, they desire to do so I much doubt.

To show you the importance of the President's proclamation freeing the slaves, and the necessity of striking a blow at that branch of the Rebel resources, I may mention a single fact. Nearly all the carts and other conveyances now engaged in supplying the place with necessaries from Mobile are driven by slaves—the purchases are made by them. They have the money rolled up in slips of paper, on which is written the amount, what is wanted, and who for, which, being handed to the merchant in Mobile, is as promptly attended to as if white men went.

The Texan refugees who arrived here a short time ago, are organizing themselves under the title of the 1st Texas Regiment, by permission of Gen. Butler. Texans in the Louisiana and other regiments, who have volunteered here, are to be permitted to exchange.

Your papers make mention of some dissatisfaction among merchants at the Government delay in opening the Mississippi River. There is no class of persons that have more cause to be dissatisfied, and that suffer more from the river not being open than the people of New-Orleans. Here all classes feel it severely, suffering more now than they did under the blockade and secession rule together. Next to the defeat of the Confederate army in Virginia, nothing is of so much importance, at the present time, as the opening of the river; not only to the people here, where the authorities are feeding 33,000 weekly, but to the people of the North-western States it is of great importance. Here corn and oats are worth from $1 05 a $1 10 per bush., wholesale, and corn meal is retailing at 3c. per pound, or at the rate of $3 per bush., and hay at $70 per ton; while there are tens of thousands of bushels of corn, and large quantities of hay within a few miles of the banks of the Ohio and Mississippi Rivers, that the farmers would gladly sell for one-fourth the price. Lard, butter, cheese and pork, could as easily be shipped from this port for Europe, as be sent by rail to Northern ports. Even the Government could save large sums of money in the items of hay and coal. The river once opened would do much to bring back to the Union a large number of those in Arkansas, Mississippi and Louisiana, who now hold out. They know the United States have the power, they also know the immense benefit it would confer upon all, but they are awaiting to see the Government use that power, so that they may have an excuse to change front, desert the Confederate cause, and become good Union men. I know it may be said that such people should not be considered—that their love of the Union is regulated by the number of dollars they can make. But there are large masses of people everywhere who always estimate the value of a Government only by the material benefits it can confer. That Government is surely the best which can the most successfully put into practice Jeremy Bentham's maxim, as to the object of Government, viz.: "The greatest possible happiness for the greatest possible number."

Urge, then, on the Government the importance of this work. Between now and early Spring all the arrangements should be completed, and at the first rise in the river let the job be put through. The capture of Charleston, Savannah, and Mobile combined is not of equal importance, for if you keep these places blockaded, they will exhaust themselves in a few months more completely than if we had captured them, for then we should have a repetition of what we have had here. It would be months before things could be reduced to order; we should have thousands to feed weekly—those that were compelled would take the oath of allegiance, and be secretly as active enemies as ever.

There has been some talk here about the transport ships that bring coal to this port for the use of the Government. From some oversight or neglect somewhere, large and unnecessary expenses are incurred in paying these coal transports, many of which lay here for weeks together at a daily expense of from $50 to $75 each. Upon inquiry it does not appear that it is anybody's business. It is admitted to be wrong, but no one appears to have the power to remedy it. One vessel is mentioned as being entitled to $50 per day damage, but instead of staying here an indefinite time to be discharged, the agent hired an old barge at about $20 per day, put the coal on her, and went off on a fresh voyage, making a net profit of $30 per day out of the Government. A very neat and sharp operation. There are plenty of wharves that could be had where the coal could be deposited, and not one cent of damage need be paid for such delays. As economy is none the less important because we are at war, I thought it of importance to draw your attention to this waste of public money, so that those whose business it is may attend to it.

Gen. Butler has issued a new order, or rather, he has re-enacted an order that Maj.-Gen. Lovell published about a month before the city was captured, the object of which was to restrain landlords from turning out helpless women and children into the street; for be it borne in mind that it required the strong arm of the law to prevent these men from doing this, after they had driven the men into the army. Gen. Butler finds it necessary to favor these men with one of their own laws, to wit:

Headquarters Department of the Gulf, New-Orleans, Nov. 6, 1862.

"Headquarters Department No. 1, Confederate States of America, New-Orleans, La., March 20, 1862.

"General Orders No. 10.— * * * XII. All process from any Court of law and equity in the parishes of Orleans and Jefferson, for the ejection of the families of soldiers now in the service of the Government, either on land or water, for rent past due, is hereby suspended, and no such collections shall be forced until further orders.

* * * * *

"By command of Maj.-Gen. LOVELL.
"J. G. Pickett, A. A. General."

The above extract from orders of the Rebel General Lovell is accepted and ordered, as referring to the families of soldiers and sailors now in the service of the United States.

By command of Maj.-Gen. BUTLER.
Geo. C. Strong, A. A. General.

Jonas H. French, Provost-Marshal-General for the State has out an order, closing all distilleries, and rectifying establishments from to-day, by order of Gen. Butler; although it is not apparent what the object is unless it be to give the Northern merchants the exclusive privilege of making and selling rum for this latitude.

Late in the evening, two days ago, *The National Advocate* tried to get up a great excitement by the announcement in an extra stating that the English and French were going to recognize the Confederacy, which statement professed to be based on the authority of *The New-York Express*. Whether *The New-York Express* did publish any such statement, we shall not probably know for another week. One thing, of course, we do know: it is capable of any meanness that is calculated to aid the Confederacy. Good Union men here are not a little puzzled to find Gen. Butler so lenient with our papers, more particularly *The Advocate* and *Picayune*, who never miss an opportunity of publishing an extra if there are any rumors in town calculated to serve the Rebel cause; but who never, by any chance, publish an extra with Northern news favorable to the Union cause. On the contrary, they cut out and print every paragraph from Northern papers that can in any way be construed as favorable to the Rebels. While I say we are surprised at Gen. Butler's leniency, we are no less surprised that such papers as *The New-York Express* and *World* are permitted to go on giving aid and comfort to the enemy in the bold and daring manner they do.

These papers are considered by Secesh folks here as good Southern papers. They believe them to be devoted to their cause. They scarcely read or quote any other Northern papers. Some copies of *The World* have been sold here for as much as $25 each—of course for its abuse of the North. These papers are not misunderstood by the Rebels at all. They think with Col. Keys, that it is "not the game" of the Democratic party to carry on the war in such a way as to destroy Slavery, but that Slavery must be saved and the Union be left to take care of itself. This should not be. If the freedom of the press is to be used to prolong this war, with all its fearful consequences, we had better suspend its freedom for a little while, and some of its recreant editors at the same time.

As to the election North, we have all sorts of rumors, but no trustworthy returns up to this date, although it is pretended that Ohio, Pennsylvania and Iowa have gone largely Democratic.

The weather for the last few days has been very cold for this latitude. Thermometer down to 40° Fahrenheit.

Sugar is coming in more freely, and in a few weeks we may expect a liberal supply from Bayou Lafourche and the adjacent parts. The new crop is being made on plantations near the city, and what with that and the balance of the old crop yet in the country, the price must come down. About 1,300 hhds. of sugar and 7,500 bbls. of molasses has been received here during the last 5 days.

Fresh meat, fish, and vegetables are scarce and high, and the prospect is that unless the Mississippi is speedily opened we shall have to do without fresh meat altogether, for none but the richest in the city can afford to pay from 40 to 60 cents per lb. for fresh meat. Even if all had the means to buy at that price, there are not cattle enough in the market here to furnish us with a moderate allowance. What is 200 head of stock per week, including sheep and pigs, for a city like this?

Freight on sugar has gone up the last few days. Some ships which have partly filled up at $1 for sugar and $1 50 for molasses, are now asking $10 for sugar and $3 for molasses.

It is with great pleasure I notice the meetings of the Union Association are attended by much larger audiences than they used to be, and among them a very respectable sprinkling of ladies.

The store and effects of Messrs. Bloomfield & Steel, the well-known stationers and booksellers here, confiscated some time since for their Secession proclivities, is advertised to be sold by auction on Wednesday, Nov. 12, by order of the Provost-Marshal.

A desperate attempt to furnish us with some sort of amusement is being made, with what chances of success I cannot say. A small theater has been fitted up on Camp street, and a company are playing there. A band of minstrels calling themselves "Christy's" are advertising the opening of the Varieties Theater this evening. UBERA.

The Threatened Rebel Attack on New-Orleans—The Opening of the Mississippi—Gen. Weitzel's Expedition.

Correspondence of The N. Y. Tribune.

New-Orleans, Nov. 6, 1862.

All opinions concur in the belief that the time to attack New-Orleans has long since passed, even if it ever existed. Yellow fever did not respond to the prayers of the Rebels to visit us last Summer, and sweep the Union army from existence. Breckinridge's dubious demonstrations with the view to an attack received their quietus at Baton Rouge; and the Union successes further north, achieved since, have rendered the danger still more remote. In fact, with all the approaches to the city by water in the possession of our Navy, I have always considered it impregnable, surrounded, as it almost is, by water and impassable swamps. Those who take it will have to march from 30 to 60 miles on a strip of land averaging less than two miles in width, bounded by these swamps on the one hand, and on the other by the Mississippi, bearing on her waters scores of our ships of war. Those who survived such a march would, before entering the city, have to capture the powerful intrenched works 7 miles above, with a moat in front 30 feet wide and 8 feet deep, and extending from the river to the swamp, bristling with cannon, and enfiladed by gunboats in the river at one end, and on Lake Pontchartrain at the other. Gen. Weitzel told me, a short time previously to his departure on the expedition which he is prosecuting with such advantage to the cause and glory to himself, "that the idea of attacking this city was preposterous;" and "that he was satisfied no Rebel general ever seriously entertained a notion so absurd." It is one of those paradoxical cases where success would render the ruin of the assailants complete and overwhelming. Having succeeded in getting into the city, the Navy would cover their bodies with its ruins; and all that escaped such a fate would find themselves in a *cul de sac*. I never feared that the Rebels would take the city. I thought, however, and in fact believed, that they would make the attempt; and under the despondency caused by the bad prospects at the time of the Union, I admitted their success as among the possibilities. I knew, however, that our gallant Navy would never permit them to hold it. I also knew that the fearful agents of their expulsion would not discriminate between my household and the Rebels'. There is no longer any danger, at least from the Rebels. On the contrary, Union men between this and St. Louis are of one accord in the belief that in sixty days, or sooner, if the rivers rise, the two cities will shake hands. They are all ready above, and when the streams rise to a level with the banks, there will be no detention on the way. Vicksburg is the only obstacle at present; but Vicksburg will be *hors du combat*. When the river next rises, that nest of arch traitors will be at least five miles from its banks.

Apropos of Gen. Godfrey Weitzel, recently promoted from a Lieutenancy of Engineers to Brigadier-General of Volunteers, a native of Cincinnati, his expedition has been so far crowned with success, and its object may be said to be accomplished. Relative thereto, I send you *The Delta's* correspondence. By this, all that portion of this State embraced by the Gulf, the lakes, and a line south-west of the Lafourche, comprehending nearly the whole sugar region, is once more under the dominion of Uncle Sam. A large lot of sugar will thus be extricated from Rebel control and sent to market—conferring universal benefits. Since the General's departure, with three full regiments of infantry, two batteries, and three squadrons of cavalry, supported by gunboats, he has been heavily reinforced. One regiment went up the river last Monday, another went by sea to Berwick's Bay (supposed) yesterday, and another regiment and two regiments of colored men occupy the line of the Opelousas Railroad, and are advancing toward Thibodeauxville. Gunboats, in the meantime, have entered Berwick's Bay to cooperate.

We have news through "Southern sources," this morning, that Gen. Rosecrans has superseded Gen. Buell. I hope to find it is true. A terrible fear has possession of Union men here that one-half of our Generals are either dullards or traitors. It is the half which hold the prominent positions. I have an abiding faith in Rosecrans, and others like him who know "how to do it," but are not permitted.

Trusting that this will find you well, and that our expectations for the restoration of our country soon to its former state of unexampled prosperity may speedily be realized, I remain.

Negro Stealing.

It strikes us that Captain James McQuoid, of the steamer Iberville, is in a tight place. He went up the river the other day, and upon his return yesterday he was "one negro short." Inquiry was instituted, and it turned out that he sold the man. Gen. Butler has locked McQuoid up in the Parish Prison, "there to remain until he returns the negro." We like the conditions, although old Barker will call us by the fearful name of "Abolitionist" for saying so. In the language of the Roman Consul, Capt. McQuoid might as well be a cat in hell without claws as to try to cheat the Commander of the Department of the Gulf. [Delta, 6th.

From Port Royal.

The United States steamer De Soto, 1,600 tuns burden, and mounting nine guns, commanded by Capt. W. H. Walker, arrived at Philadelphia on Tuesday evening, having left Port Royal on Saturday last.

The malaria which prevailed there extensively at the time of the last departure from that port, and which had caused the death of Gen. Mitchel and other officers, had, in a great measure, departed, and the excitement incident to the breaking out of contagious diseases had almost subsided.

The report that Gen. Hunter would be placed again in command of that department created great joy, and his arrival was anxiously looked for.

Every day reconnoitering expeditions are sent out under command of competent officers, who generally capture Rebel scouts and disperse bands of their cavalry, who go roaming around the country. The soldiers have, however, tired of this, and they are anxious to be led forth in force against the Savannah and Charleston Railroad. What we want is a few more regiments, and then our soldiers are both ready and willing to be led against Beauregard's army.

Contrabands from the interior of the State are arriving at Port Royal every day. They state that the people are in a terrible state of excitement, thinking that our soldiers will advance on them immediately. They have no confidence in their defenders, and they are sending all their property, negroes included, far away into the interior and to other States, where they will be more secure. The towns of Savannah and Charleston, especially the latter, are strongly fortified both by land and water, yet the people dread an encounter with our soldiers and Monitors. They state that they will burn to the ground both cities before they will surrender them.

LAW INTELLIGENCE.

UNITED STATES DISTRICT COURT—Nov. 19.—Before Judge Shipman.

THE COOLIE TRADE.

Tait et al. agt. The Hound.

This was a libel against the ship Hound to recover $13,912 and interest, claimed by the libelants, Messrs. Tait & Mattea, as damages for the alleged breach of certain conditions of a charter party entered into between the libelants and the owners of the Hound. It appeared from the evidence in the case, which was principally documentary, that in the year 1854 the libelants chartered the Hound in New-York from the owners, C. H. Mallory and others, on an agreement by which it was provided "that the ship and master should at all times be subject to the orders of the libelants, and should proceed to any safe port or ports in the world where the libelants should direct, the charter to continue not less than 18 months nor more than 20 months, at the option of the libelants," and that the ship "should take on board during the continuance of the said charter all such lawful goods and passengers and merchandise as the libelants or their agents should think proper to ship."

Under the charter party the ship proceeded, by order of the libelants, to Macao in China, where the master was required to receive on board 400 Chinese coolies, and to proceed with them to Havana. The master received on board 250 coolies only, and refused to take more, alleging that previously to the departure of the ship Hound from New-York she had been duly surveyed, with the view of ascertaining the number of passengers for tonnage that she was entitled to carry under the provisions of the United States Passengers' Act, and that this number had been found to be 219, and no more. The libelants now claimed to recover the above sum of $13,912 as compensation for the following alleged losses, viz.: for the passage-money of 170 passengers, at $60 each, $10,200; for the expense of feeding and keeping 150 passengers at Hong Kong, $3,712, and for loss of provisions placed on board the ship in expectation that 400, and not 250 passengers, would be carried on to Havana, $1,000.

The question in the case was whether, under the general terms of the charter party, the master of the ship was compelled to take any number of coolies as passengers that the charterers might require, or whether he was entitled to regulate himself in the construction of the contract by the principle established and laid down by the Passengers' Act, although in its express terms that act does not apply to passengers carried between the ports of foreign countries.

A mass of documentary evidence was read on the part of the libelants, consisting of the depositions of witnesses taken under commissions executed in China, Cuba, and elsewhere, tending to establish the facts alleged in the libel and also that it was not the custom of masters in command of American ships engaged in the coolie trade to regard the provisions of the United States Passengers' Act as applicable to Chinese passengers conveyed between Hong Kong and Havana and other foreign ports.

On the part of the claimants, it was contended that, although the express provisions of the Passengers' Act did not seem to be applicable, in so far as the penalties of that act were concerned, to the carrying of passengers in American ships between other than ports of the United States, yet that that act declared and established a principle, which the masters of American ships were not only entitled, but bound to respect. That the trade was inhuman and immoral in its nature, by reason, among other causes, of the excessive number, as compared with the tonnage, of coolies carried to and within the Tropics from Chinese ports; and that no cause of action could arise from the refusal of the master of an American ship, having the laws of the United States for his government and guide, to carry a greater number of coolies than the Passengers' Act provided for the tonnage of his ship.

A large amount of evidence, documentary and otherwise, was adduced on the part of the claimants, tending to show the character of the trade, its dangers, its inhumanity and immorality, and that on application by the master of the Hound to the American Commissioner at Canton for advice in the premises, the latter had recommended him to be governed by the terms of the United States Passengers' Act, with which advice he had complied.

The testimony was then closed, and the case is still pending.

Counsel for libelants, Beebe, Dean & Donohue; counsel for claimant, J. T. Williams.

SUPREME COURT—General Term—Nov. 19.—Before Justices Ingraham, Leonard and Peckham.

NOTICE TO LAW STUDENTS.

Messrs. E. L. Fancher, George W. Parsons, and Thomas H. Rodman, the Committee appointed to hear proofs as to the moral character of the applicants for admission to practice, will be in session at the office of Mr. Fancher, No. 229 Broadway, on the 20th and 21st of November, at 3 o'clock p. m. each day. Candidates may appear on either day, as may be convenient.

THE LEGAL-TENDER QUESTION—CORRECTION.

Lewis Meyer agt. James I. Roosevelt.

The argument in this case was closed this morning by Mr. Roelker, for plaintiff. In the report yesterday there was an accidental transposition of the names of counsel. Mr. Geo. T. Curtis being named as plaintiff's counsel. Mr. Curtis and defendant in person argued the case for the defense. Mr. Bernard Roelker appeared for the plaintiff.

Chambers—Nov. 19—Before Justice Barnard.

DECISIONS.

Thomas Monell agt. Samuel Shafter, et al.—Motion denied.

Before Justice Peckham.

Aitken et al. agt. Clark.—Judgment ordered for plaintiff, &c.

Special Term—Nov. 19.—Before Justice Clerke.

DECISION.

Alfred H. Corning et al. agt. Clarence Peters et al.—Amendments of Beardsley & Benedict, Mr. Marshall, and Underhill allowed. The amendments submitted and allowed and marked with my initials allowed to the guardian ad litem of Franklin Peters and Harriet Ann Peters; $50 besides disbursements. Let an engrossed copy of the findings and decision as amended be submitted for my signature.

SUPREME COURT—Circuit.—Nov. 19.—Before Justice Potter.

A POLITICAL KNOCK-DOWN.

Stephen D. Dillaye agt. Emanuel B. Hart.

The parties to this suit were Custom-House officials in 1858. In July of that year while Dillaye was passing through Nassau street, Hart assaulted him with a cane, said to be loaded, knocking him off the sidewalk, and injuring him severely, for which Dillaye claims $10,000 damages.

The defense is justification. The defendant alleges that Dillaye wrote a letter to Howell Cobb containing a malicious libel upon his character. Dillaye testified that when Hart struck him he said, "Take that, you d——d puppy." Dillaye replied, "You are a d——d scoundrel; I am unarmed, and you are double my weight. I will meet you some other time." He alleges that he was confined to his room ten days by reason of his injuries.

The case was tried once before and the Jury disagreed. The present trial was attended by a large number of politicians and others. A sealed verdict will be rendered.

Edwin James for plaintiff; A. Oakey Hall and James T. Brady for defendant.

SUPERIOR COURT—Special Term.—Nov. 19.—Before Justice Barbour.

DECISION.

The Lee Bank agt. George B. Satterlee.—Judgment for plaintiff for amount claimed, with costs. Application for papers must be made to the Clerk of the Court.

COURT OF GENERAL SESSIONS—Nov. 19.—Before Judge McCunn.

Recently, numerous applications have been made in this court for the discharge of persons indicted for grand larceny, with the understanding that the culprits shall enlist in the army of the United States. Judge McCunn has stated over and over again that he protests against the grounds of such applications, believing that the brave soldiers of the Union Army ought not to be subjected to the disgrace of associating with professional thieves.

Rosanna and James Quinlan, and Margaret Smith, convicted of stealing $49 from Maria Brannigan, in Mulberry-st., on the 14th of October, were remanded for sentence.

John Crawford, a recruiting sergeant in the 2d Regiment of Duryee Zouaves, charged with manslaughter in the third degree, in causing the death of George A. Dorothy, a deserter from the regiment, at the Old Bowery Theater, on the evening of Oct. 7, while engaged in a scuffle with deceased, was brought up for trial yesterday. The case continued the greater portion of to-day. The jury retired to deliberate, and returned at a late hour with the following verdict: "Manslaughter in the third degree."

Remanded for sentence.

COURT CALENDAR—This Day.

United States District Court.—Nos. 15, 18, 50, 59, 21, 31, 55, 26, 27, 41, 56, 14, 29, 33, 17, 42, 43 45, 23, 52, 28.

Supreme Court—General Term.—Nos. 27, 32, 33, 35, 36, 37, 39, 41 to 58.

Supreme Court—Circuit.—Part I.—Nos. 1491, 1380, 2525, 3019, 3451, 3453, 3455, 3459, 3461, 3463, 3465, 3467, 3471, 3119, 3483, 3467, 3489, 3491. Part II.—Nos. 2722, 3758, 3314, 2918, 3314, 3315, 2938, 2352, 3872, 3874, 3878, 3880, 3884, 3886, 3888, 2897, 3892, 3894, 3898, 3899.

Supreme Court—Special Term.—Nos. 277½, 388 to 406.

Superior Court—Part I.—Nos. 2969, 995, 987, 1245, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3061, 3063, 3065. Part II.—Nos. 2574, 162, 1938, 2654, 2656, 2660, 2662, 2664, 2666, 2668, 2670, 2672, 2674, 2676, 2678, 2680, 2682, 2684, 2686, 2688.

Court of Common Pleas.—Part I.—Nos. 1645, 1616, 1617, 1618, 1357, 1436, 1499, 367, 1656, 1658, 1676, 1677, 1679, 1680, 1564. Part II.—Nos. 1573, 414, 1558, 1659, 1661, 1662, 1663, 1664, 1665, 1667, 1668, 1670, 1671, 1674, 1675.

Receipts of Produce.

Nov. 19.—21,512 bbls. Flour, 500 bbls. Corn Meal, 1,290 bags do., 300 bbls. Whisky, 77,423 bush. Wheat, 64,774 bush. Corn, 23,260 bush. Oats, 8,000 bush. Barley, 605 bush. Seed, 398 pkgs. Buckwheat Flour, 15 pkgs. Ashes, 1,019 pkgs. Provisions, 872 pkgs. Lard.

Boston Weekly Bank Statement.

Boston, Tuesday, Nov. 18, 1862.

Capital stock	$38,231,700	Due to other Bks.	$17,141,000
Loans and discounts	74,880,700	Deposits	32,504,500
Specie	7,990,000	Circulation	8,065,000
Due from other Bks.	14,801,000		

Running the Blockade.—The Confederate steamer Kate, from Wilmington, N. C., with a cargo of cotton, arrived at Nassau 4th inst., having passed the blockade.

The ladies of St. Louis have presented Gen. Frank P. Blair with a splendid dress sword and trappings.

Movements of Ocean Steamers.

TO DEPART.

Steamships.	Leave.	For.	Date.
Talisman	New-York	P. Prince & Ja.	Nov. 20
Champion	New-York	Aspinwall	Nov. 21
City of Baltimore	New-York	Liverpool	Nov. 22
New-York	New-York	Bremen	Nov. 22
Nova-Scotian	Quebec	Liverpool	Nov. 22
Bio Bio	New-York	Havana	Nov. 22
Roanoke	New-York	Havana & K. W.	Nov. 22
Europa	Boston	Liverpool	Nov. 26
Teutonia	New-York	Hamburg	Nov. 29
Eagle	New-York	Havana	Nov. 29
Etna	New-York	Liverpool	Nov. 29
Anglo-Saxon	Quebec	Liverpool	Nov. 29
Great Eastern	New-York	Liverpool	Nov. —

TO ARRIVE.

Anglo Saxon	Liverpool	Quebec	Nov. 6
Persia	Liverpool	New-York	Nov. 8
City of Washington	Liverpool	New-York	Nov. 12
——	Liverpool	Portland	Nov. 13
Africa	Liverpool	Boston	Nov. 15
Saxonia	Southampton	New-York	Nov. 19
Kangaroo	Liverpool	New-York	Nov. 19
——	Liverpool	Portland	Nov. 20
China	Liverpool	New-York	Nov. 22
Hansa	Southampton	New-York	Nov. 26
——	Liverpool	Portland	Nov. 27
Arabia	Liverpool	Boston	Nov. 29
Caledonia	Glasgow	New-York	Nov. 29

Passengers Sailed

In steamship Scotia, for Liverpool—Mrs. Marks, Geo. Alexander, N. Y.; Mrs. Crowell, Mass.; Mrs. S. B. Stone, Mr. and Mrs. Robert Morton, N. Y.; Miss Clara White, Syracuse, Mrs. F. C. Welsch, do.; J. Mitchell, Montreal; Thos. Richardson, Liverpool; Mr. and Mrs. Gildmeister and 2 children, N. Y.; Mr. and Mrs. Alex. Mitchell, Montreal; Jas. B. Vertue, Isaac Rosenfeld, N. Y.; Mr. and Mrs. Hamilton White, Syracuse; Prof. A. D. White and wife, Ann Harbor, Mich.; Dr. John L. Swift, H. D. Carlyle, N. Y.; M. Sepes, N. Y.; E. V. Welch, N. Y.; F. Wood, N. Y.; Mrs. Mary Wood, do.; Miss Julia Wood, N. Y.; John Anderson, Boston; G. Lord, esq., J. G. Winter, N. Y.; R. Anderson, Liverpool; Miss M. Sanford, N. Y.; Miss Sanford, do.; Miss H. Sanford, Miss J. L. Sanford, Mr. and Mrs. M. R. Blow, Geo. W. Sanford, Mr. and Mrs. Eugene Langdon and servant, N. Y.; Wm. Escombe, England; W. Cryer, Baltimore; H. Lewis, N. Y.; S. Benjamin, London; J. Baillie, Montreal; Mr. and Mrs. S. D. Kremelberg, three children and servant, Miss Kremelberg, Baltimore; Mr. and Mrs. C. M. Fry, Miss Leigh, Mrs. Julia Leigh, B. Hutchinson, jr., R. Donald, Capt. G. Arsenief and servant, Russia; Mrs. McMaster, Toronto; J. Marques, England; H. Lockner, London; S. F. McMaster, Toronto; Mr. and Mrs. E. Compere, Mr. and Mrs. A. Person, Paris; Mr. and Mrs. Henry S. Hallet, New-York; E. Johnson, Philadelphia; James Brenton, jr., Quebec; Hon. John A. Macdonald, Kingston; Ed. Power, London; H. N. J. Goldie, N. Y.; R. W. Nesbit, L. G. Goldenberg, John H. Swift, N. York; H. Cruger, N. Y.; D. L. McPherson, Toronto; Capt. Rook, England; A. Van Arnem, Liverpool; Chas. Bamford, England; James McIntosh, Quebec; Geo. Mahon, N. Y.; Chas. V. Brook, San Francisco; Jno. F. Hunnewell, Boston; H. A. Garrett, N. Y.; J. R. Clark, N. Y.; Mr. Sturgis, N. Y.; M. Lawrence, N. Y.; A. H. Grant, N. Y.; Chas. Cock, Berlin; Augusta Pepet, N. Y.; Samuel S. Tiffany, N. Y.; L. T. James, N. Y.; George Moses, London; W. F. Wood, Quebec; Daniel Smith, Saco, Me.; P. B. Spring, N. Y.; Geo. Tail, England; T. Howe, Wm. Best, John Horsefield, N. Y.; W. H. Ashworth, Miss Jane Ashworth, Miss Ella Maxwell, England; John Miller, Ireland; David Robb England; James Pinker, Hoboken, N. J.; Mr. and Mrs. Henry Swallow, California; Mrs. M. L. Hackell, H. P. Price, Liverpool; Robt. Fairweather, Scotland; W. Murphy, James Murphy, L. Henry, M. Wetzar, N. Y.; J. B. Morrison, St. Louis.

Passengers Arrived

In steamship Etna, from Liverpool—Mr. De Brucker, —Von Jamr, Mrs. Peteyn, D. Hall, J. C. Nicholls, S. E. Curtis, W. S. Ascheim, J. J. Browne, W. H. Grattam, S. Priskna, E. Kever, —Alexander, J. Helm, —Dugue, S. K. Marshall, W. S. Cunliffe, lady, and 5 children; Mrs. McNeil and daughter, A. Curtin, J. M. Brooks and 2 daughters, —Colas, Mrs. M. A. Gibbs, Mrs. Booth and daughter, W. Dick, G. Leandro, Mr. Spinney, Mr. Collins, Mr. Gunant, Mr. Keough.

In steamship Pacific, from Havana—T. P. Tylden, Mari Montero, Mad. Carmen Montero, Joseph Atkinson, Mrs. Mary Atkinson, Miss Leffie Thompson and servant, Miss Sophia Atkinson, Gustavus Atkinson, Capt. Rudolph Keller, Fitch F. Wilder, Louis de Blanc, James A. Thompson, Ann Bethel and child, Miss Caroline Whitley, Miss Auguste Whitley, Mrs. Ann Millard, Pedro Escorcon, Edward Winterfield, Martin Gerard, W. T. J. Duggan, Joseph Gurnell, John Ferber, George Mooney, Michael Forcotes, Mrs. C. M. Whitley.

In steamship Bio Bio, from Havana and Key West—Pedro M. Bosis, Wm. Esmond, Manuel Beols, Francisco Llano, Ed. Dolby, John M. Shields, Wm. Gutterson. Total, 7.

In steamship Potomac, from New-Orleans—T. M. Prentiss, W. R. Vining, R. N. Seeley, J. Meyer, L. Sylvester and son, M. Getman, S. Lavezzeri, Mrs. Gray, child and nurse, and 84 in the steerage.

MINIATURE ALMANAC.

Sun—Rises....6:52 | Sets........4:39 | Moon—Rises. 5:31

HIGH WATER THIS DAY.

Sandy Hook.. 6:24 | Gov. Island.. 7:14 | Hell-Gate..... 8:55

SHIPPING INTELLIGENCE.

PORT OF NEW-YORK........Nov. 19.

Cleared.

Steamship—Scotia (Br.), Judkins, Liverpool, E. Cunard.

Ships—Mont Blanc, Donnelly, Aspinwall, C. C. Duncan & Co.; J. P. Whitney, Avery, New-Orleans, N. H. Brigham; City of New-York, Salter, Vera Cruz, D. A. Kingsland, Sutter & Co.; Andover, Kinney, Bremen, Ruger Bros.

Barks—Bania (French), Dugat, Bordeaux, George F. Bulley; Washington (Norw.), Karge, Hamburg, Hoimboe & Co.; Kosmos (Brem.), Maner, London, Ruger Bros.

Brigs—Rapid (Swed.), Aaberg, Antwerp, Funch, Meincke & Wendt; Woodland, Mankin, New-Orleans, D. C. Murray; Adelaide (Br.), Douglass, Halifax, J. F. Whitney & Co.

Schooners—Adeline, Robinson, Providence; J. Orlerson, Harding, Providence; S. B. Strong, Tyler, Beaufort, N. C., D. C. Murray; Eagle, Hall, Boston; Charles & Willie, Hix, Boston; Dahlia, Kent, Portland, G. L. Hatch; Florence, Carr, Salem; Wm. S. Brown & Co.; Golden Rule, Sylvester, Chelsea, Wm. S. Brown & Co.; Elizabeth (Br.), Crosslepe, Kingston, Jam., Wylie, Ruevals & Co.; Moonlight, Tuthill, Washington, Tupper & Beattie; Albert Mason, Douglass, Washington, E. D. Hurlbut & Co.; Elizabeth Ann, Hudson, Snow Hill, Md., A. C. Havens; Alfred Hall, Martling, Baltimore, Bentley, Smith & Co.; Mary, Sawyer, Newburyport, Simpson & Clapp; H. Halbock, Petty, Philadelphia; Helen (Br.), Archibald, Philipsburg, St. Martin's, J. J. Hamilton; Mott Bedell, Ryder, Washington, Mott Bedell; Hookman, Robinson, Machias, Simpson & Clapp; Flash, Loftie, Beaufort, N. C., master; Willie D. Hadam, Philadelphia, J. W. McKee; Lucy Ann (Br.), Lawrence, Sackville, N. B., P. I. Nevins & Sons.

Sloops—Henry Stannard, Vail, New-Haven, H. S. Rackett; Opera, Dewick, Norwich, H. S. Rackett; Oregon, Rhodes, Providence, L. Kenny.

Steamer—E. S. Terry, Chapin, Wilmington, C. Goodspeed.

Arrived.

Steamship Etna (Br.), Brooks, Liverpool Nov. 5, and Queenstown 6th, at 5:30 p. m., mdse. and pass. to J. G. Dale. Had heavy W. gales up to Cape Race.

Steamship Bio Bio, Drew, Havana Nov. 12, and Key West 13th, mdse. and pass. to Ludlam, Heineken & Co. Experienced heavy weather and head winds and sea nearly the whole passage.

Steamship Potomac, Fletcher, New-Orleans Nov. 7, mdse., and S. W. Pass 9th, mdse. and pass. to H. B. Cromwell & Co. Had heavy N. E. gales since leaving Carrysfort Reef. Nov. 8, at 6 p. m., passed U. S. steamer Hartford off Fluxtown, S. W. Pass, bound into New-Orleans; the Richmond arrived on same morning; 9th, the ship John Henry (of Bath), from Nansemilla bound to Falmouth, E., for orders, put into S. W. Pass leaking so badly they were obliged to run her on shore; 16th, at 8 a. m., 75 miles S. E. of the bar, passed steamship Parkersburg, for New-Orleans; 16th, lat. 33 32, lon. 75 30, exchanged signals with bark Tacon, bound N.

Steamship Pacific, Embleton, Havana 11th and Nassau 13th, mdse. and pass. to J. R. Bacon.

Steam transport Delaware, Ashmore, Washington, in ballast to D. D. Tompkins.

U. S. steam transport Gen. C. Collins, Lunt, Fortress Monroe 24 hours, in ballast to E. P. & G. D. Lunt.

Ship Mountaineer (of Thomaston), Wilson, Cardiff 42 days, coal to Snow & Burgess. Nov. 4, lat. 40 39, lon. 44 47, spoke brig (Br.) Brooking, from St. John, N. F., for Oporto; 8th, lat. 46, lon. 47 55, passed bark W. C. Anderson, bound W.; 12th, lat. 42 22, lon. 59 38, passed ship Metropolis, hence.

Ship Kate Howe (of Boston), Patrick, Liverpool, coal to W. A. Sale. Nov. 11, lat. 41, lon. 59, spoke U. S. ship Onward, steering E. by S., in search of the 290; Nov. 12, lat. 41 50, lon. 65 13, passed brig Lydia A. Cole, bound W. Has experienced westerly gales most of the passage; split sails, &c.

Ship Elizabeth Hamilton, White, Glasgow, Sept. 30, mdse. to master.

Ship Elizabeth, Hamilton, White, Glasgow 50 days, coal to J. Atkins & Co. Had some very heavy weather; stove bulwarks, started cutwater, &c.

Ship Lina & Fritz (Pruss.), Wagner, Cork 30 days, in ballast to Funch, Meincke & Wendt.

Bark John Gilpin (of Searsport), Wickles, New-Orleans Oct. 24, sugar, &c., to master. Nov. 7, lat. 36 15, lon. 74 15, experienced a gale from N. N. E., which veered round to S. S. W., making a very heavy cross sea, and during which the vessel was hove on her beam ends, when we were boarded by a heavy sea, which carried away foremast close by the deck, mainmast by the head, and mizzen topgallant-mast; lost both boats, and almost an entire suit of sails; stove water casks, bulwarks, rail, &c.; shipped cargo, damaging it considerably, and carrying away everything movable about decks. Was driven off to lat. 39, lon. 67. Have been under jury masts since.

Bark Scarsbrook (Br., of Shields), Wood, Waterford 32 days, in ballast to Axtell, Hurst & Co.

Brig Sarah Ann (Br., of Shields), Wilkie, Exmouth, Eng., 47 days, in ballast to order.

Brig Henrietta (Br.), Hernden, Bermuda 5 days, salt to McCall & Fritts.

Brig Sea Lion, Jarvis, Malaga 33 days, and 30 days from Gibraltar, fruit, &c., to C. & E. J. Peters.

Brig Olive (Br., of Quebec), Proteau, Kingston, Jam., 25 days, logwood to master.

Brig Robert Mowe (of New-Haven), Hotchkiss, Demarara Oct. 23, sugar to H. Trowbridge's Sons.

Brig Penguin (Br., of Bermuda), Conyers, Bermuda 6 days, in ballast to Middleton & Co.

Brig Alma (Br., of Nassau, N. P.), Rode, Nassau, N. P., Nov. 7, fruit and old junk to Darrell & Co.

Brig Wareham, Corning, Dighton 3 days, in ballast.

Schr. Acklam, Bray, Bangor 6 days, lumber to R. W. Adams.

Schr. "U. D.," Blaisdell, Camden, lime.

Schr. Valetta, Beals, Providence, in ballast.

Schr. Maracaibo, Henley, Portland, Me., for Philadelphia.

Schr. William Arthur, Haskell, Wiscasset 4 days.

Schr. Anna Edith, Cole, Harrington 9 days, lumber to Simpson & Clapp.

Schr. Louisa, Bangor, 7 days.

Schr. Eagle, Hall, Rondout, coal, for Boston.

Schr. Charlie and Willie, Hix, coal, for Boston.

Scor. Golden Rule, Kelsey, Albany, for Boston.

Schr. Louisa Dyer, Jameson, Rockland 4 days.

Schr. Ossuma, Johnson, Bangor 8 days, lumber to R. W. Adams.

Schr. Laura Francis, Higgins, Portsmouth, N. H., 6 days, potatoes to S. W. Lewis.

Schr. Peran, Clark, Machias 7 days.

Schr. Quickstep (Br.), Johnson, Horton, N. S., 10 days, potatoes to Duryee & Hyde.

Sloop Victory, Cole, Warren 2 days, carrots.

Steamer Ironsides, Vanderveer, Philadelphia, mdse. to Loper & Kirkpatrick.

Steamer Falcon, Jones, Providence, mdse. to Edward Bynner.

Steamer Quincy, Eagleton, Boston 3 days, in ballast to Whitney & Hathway.

BELOW—Ship D. H. Watson (Brem.), from London Oct. 8. Bark Lenox, Cole, from Bordeaux. Brigs Lydia H. Cole, from Cardiff Oct. 6; Alliance (Br.); Unico (Br.) Also two ships unknown.

WIND—7 p. m., S. W.

Launched.—At Pembroke, Me., on the 11th inst., from the ship-yard of Henry S. Carter, a fine brig of about 250 tuns, built of the best materials, called the Wallace Peck. She is owned in New-York, by Peck & Church, and intended for the general freighting business, to be commanded by Capt. Franklin Wallace.

Misc.—The firing in the harbor yesterday was salutes from the Spanish man-of-war.

Disasters, &c.

Calcutta, Oct. 1, 1862.

The ship Napoleon, while proceeding up the river, sprung a leak. A steamer was sent to her assistance. She had five feet of water in her hold, and is now discharging her cargo.

Rio Janeiro, Oct. 8, 1862.

The ship Minnehaha, from New-York for San Francisco, has put in here leaky, and will have to discharge part of cargo.

[By letter to Ellwood Walter, esq., Sec. B'd Underw's.

The ship Ocean Express, from New-York for San Francisco, is also here, leaking in her topside; will repair and sail about the 15th inst.

[By letter to Ellwood Walter, esq., Sec. B'd Underw's.

The ship Golden Cross is also here, leaking badly; will discharge cargo.

[By letter to Ellwood Walter, Sec'y B'd Undw'rs.

Port Louis (Mauritius), Oct. 4, 1862.

The ship Eastern Queen, previously reported, has been sold for $7,120. Ship Joseph Hale, before reported, has been sold for $8,289.

[By letter to Ellwood Walter, Sec'y B'd Undw'rs.

Ship Edward Stanley (of Waldoboro), from Moulmein for Falmouth, came to anchor a few days ago, leaking in her topsides. She is being listed and caulked at the Bell buoy; her expenses will not exceed $1,800.

[By letter to Ellwood Walter, esq., Sec. Bd. Underw's.

The ship Edward, of and for Boston, from Calcutta, came to anchor at the Bell buoy on the 3d, short of provisions, loss of sails, &c. She is having some new sails made, and will sail about the 7th.

[By letter to Ellwood Walter, esq., Sec. Bd. Underw's.

Port Louis (Mauritius), Oct. 4, 1862.

The ship Geneva, of and for Boston, put in here on the 15th ult., having encountered a severe gale off the Cape; she has mainmast gone by the deck, together with all sails and rigging attached; fore and mizzen mast sprung, cross jack-yard broken, main rail and bulwarks partly gone, the whole of the chain plates gone and aft started, and two of the main ones driven completely out of the rudder case; covering boards and water-way planks started and split, the butts of the shore streak and water-ways opened out nearly an inch, and in some places the bolts actually started out; the fastenings of the lodging and hanging knees, in the lower hold and between decks; started decks; swept of everything movable, galley and boats stove; also several sails split and blown away, in addition to those lost. Had Capt. Barnes abandoned his ship at sea, as his crew tried to compel him to, we do not think any one would have been disposed to blame him; he certainly stuck to her well, and deserves credit for bringing her into port. Her cargo is somewhat damaged.

[By letter to Ellwood Walter, esq., Sec. Bd. Underw's.

Port-Wardens' Notice.

State of New-York,
Port-Wardens' Office, No. 104 Wall-st.

NOTICE is hereby given, in accordance with section 4 of the Act passed April 14, 1857, entitled An Act to Reorganize the Wardens' Office of the Port of New-York, to all persons interested in, or having charge of, the subject matter of such inquiry, examination, or survey to the following vessels are now under examination by the Port-Wardens, and that the said surveys or examinations will be completed within ten days next succeeding this notice, on board said vessels:

Ship Flora........Pier No. 48 E. R.
Rock tol. Pendulum........Pierrepont's Stores
Bark Pornella........Pier No. 37 N. R.
Brig Machias........Pier No. 10 E. R.
Brig Ganges........Marble Yard
Brig Alberti........Pier No. 37 E. R.
Brig R. S. Hassell........Pierrepont's Stores
Brig Hancock........Pier No. 46 E. R.
Schooner Olivia Buxton........Coe's Stores

WM. H. BURLEIGH, President.
J. Augs Harriman, Secretary.

Sales by Auction.

A. M. Merwin, Auctioneer.

BY BANGS, MERWIN & Co., Irving Buildings, Nos. 594 and 596 Broadway.—Sales of Books, Stationery, Pictures, Works of Art, Fancy Goods, Furniture, &c. MONDAY, TUESDAY, and WEDNESDAY EVENINGS, Nov. 24, 25, and 26, at 6½ o'clock.

VALUABLE PRIVATE LIBRARY—Being the private collection of GEN. E. A. HITCHCOCK, formerly of the U. S. Army, comprising a variety of the best English and American editions of valuable works, particularly in Philosophy, Metaphysics, Theology, and Free Masonry, &c., &c. Catalogues may be had at the Salesrooms.

HENRY D. MINER, Auctioneer, Salesroom No. 37 Nassau-st., opposite the Post-Office.—MINER & SOMERVILLE will sell at auction, on FRIDAY, Nov. 21, at 11 o'clock, at their Gallery, No. 37 Nassau-st., a beautiful collection of OIL PAINTINGS, among which will be found the works of the following eminent artists, viz: Wm. Hart, A. D. Shattuck, S. Colman, Oertel, Blondell, R. L. Pyne, J. A. Hekking, D. M. Carter, Rondel, J. H. Hill, Jameson, Benson, Van Severdonk, Dildisert, Coriens, Manasel Ruggles, Carmiencke, and others of reputation. The above are now on exhibition.

Sewing Machines

WHEELER & WILSON, SINGER, FINKLE & LYON, HOWE, and all first class SEWING-MACHINES for SALE, part cash and the balance in monthly installments. P. H. DIAMOND, 329 Broadway.

486.—First-class Sewing Machines—486. to Rent and for Sale new and 2d hand. N. Y. Sewing Machine Emporium, 486 B'dway, cor. Broome-st.

To Whom it may Concern.

AN ENGINEER CORPS of one of our City Regiments has a few vacancies, which are open to applicants. Those applying must be at least five feet eight inches in hight, and be willing to study and apply themselves. The officers have the experience of actual service in the field. Address ENGINEER CORPS, Box No. 225 Herald office.

A SECRET THAT EVERY MARRIED WOMAN SHOULD KNOW.—Inclose fifty cents and an envelope addressed to yourself to Box No. 75 Broadway Post-Office, care of MILLER & JENNINGS. Simple and cheap.

ALL ARMY and NAVY CLAIMS and INFORMATION promptly PROCURED. Being one of the first volunteers, and having a partner in Washington of long experience in the Court of Claims, I have the best facilities for collecting all Government dues. Advice gratis, and no charge till collected. S. F. SIMPSON, Lawyer, No. 32 Pine-st., New-York.

MISSING—Since Saturday Night, SAMUEL PERRY, police officer attached to the Castle-Garden; when last seen was dressed in a suit of dark steel-mixed cloth all of the same material; is about 45 years of age, five feet six inches in hight, sandy complexion, full sandy beard, partially gray, and gray hair; was last seen in Bowery near Bayard-st., about 1½ o'clock, Saturday night, on his way home. Any information concerning him will be thankfully received by his afflicted family, at No. 143 East 30th-st.

OFFICE OF THE RECEIVER OF TAXES.—Notice is hereby given that all TAXES remaining unpaid on the 1st day of DECEMBER next will be charged with One per cent, and all Taxes remaining unpaid on the 15th day of DECEMBER next with Two per cent, and on the 1st day of JANUARY next at the rate of 12 per cent per annum from the 22d day of September, 1862. JAMES KELLY, Receiver.

SOLDIERS' BOUNTIES, PENSIONS, BACK PAY, PRIZE MONEY, OFFICERS' SECURITIES, and CONTRACTORS' ACCOUNTS, together with all other just claims against the Government promptly procured at reasonable rates. Apply to SOMES, BROWN & THRUSH, No. 2 Park-place, N. Y. N. B.—Send stamp for our Hand-Book of Information.

WIDOWS and HEIRS of SOLDIERS who have died or been killed in battle can have their arrears of pay and bounty collected, free of charge, by applying to J. NELSON LUCKEY, Army and Navy Agent, Nos. 8 and 10 Pine-st.

$100 BOUNTY, Soldiers' and Widows' PENSIONS and PRIZE MONEY procured. Fees $1 on sums of $50 or less; 2 per cent on greater sums. Good references; no charges in advance. E. D. EWEN & Co., Government Claim Agents, No. 119 Nassau-st., Room No. 7.

Chances for Business Men.

PUTNAM'S PATENT SELF-ADJUSTING CLOTHES-WRINGER. AGENTS WANTED. Address PUTNAM MANUFACTURING CO., No. 13 Platt-st., New-York, and Cleveland, Ohio.

TO PAPER MANUFACTURERS.—For SALE, a Four-Engine PAPER-MILL situated at COLUMBUS, Ohio. The mill new and in good running order. Abundance of power and clear water. This mill has the best location of any in the State, and will be sold at less than its value, and on accommodating terms. Any information will be given by writing to MILLER & HINES, Columbus, Ohio.

$300.—AN UNUSUAL OPPORTUNITY.—Wanted, a good, trusty man as PARTNER in a pleasant, money-making enterprise, in full operation and paying over $600 weekly. Association first class. Profits divided daily. Inquire of C. B. HOWES & Co., No. 430 Broadway, up stairs.