SIX PEOPLE PERISH IN THE WESTERN STORM.

Unable to Breast the Howling Blizzard They Were Frozen to Death.

A PRETTY TEACHER'S SAD FATE

She Started to Drive Home from School and She and Her Companion Were Lost.

[BY TELEGRAPH TO THE HERALD.]

RAPID CITY, S. D., Feb. 9, 1891.—Grant Bay, a young ranchman, started out in the teeth of the blizzard Saturday afternoon to drive Meta Gray, a school teacher on "Box Elder Divide," from the school to her boarding place, twelve miles distant. They refused to heed the protests of friends. This morning ranchers arrived from that region who reported the finding of Bay and Miss Gray frozen in a standing posture and clinging to a wire fence a few miles north of the city.

The storm was one of unusual severity, but reports thus far indicate that few if any range cattle perished. The storm has passed and the weather is serene to-day.

Reports were circulated to-day that fifteen of the Indians bound from Pine Ridge to Fort Keogh perished Saturday night on Spring Creek. The reports are not confirmed.

MRS. CUMMINGS, EDDIE CHEDSTER, STEVEN ST. PETERS AND M. L. LISSENT PERISH.

OMAHA, Feb. 9, 1891.—Specials from various parts of the State show that a number of lives were lost in Nebraska during the blizzard. The wife of Milton Cummings, a farmer near Rushville, who started from the town for her home Saturday, was found dead in her buggy to-day within forty rods of a neighbor's house.

Eddie Chedster and Steven St. Peters, fourteen-year-old Kearney boys, who had been out hunting, were found frozen to death in a cornfield.

M. L. Lissent, residing three miles north of Chadron, is supposed to be buried under the snow and searching parties are looking for his body.

SOUTH DAKOTA COVERED BY SNOW AND TRAVEL IMPEDED.

HURON, Feb. 9, 1891.—Reports from various parts of the State concerning Sunday's wind and snow storm indicate that the heaviest portion of the storm was in the Jim River Valley, Huron being nearly the centre. Little snow fell at Aberdeen and points in the north part of the State, and only a tenth of an inch at Sully. The fall of snow was as heavy east and south as here, having been ten inches. The wind attained a velocity of fifty miles an hour, and the thermometer this morning was fourteen degrees below zero.

The storm prevailed from midnight Saturday until half-past two this morning, and was the most severe experienced in this locality for several years. The heavy fall of snow in Jim River Valley is hailed with delight because of the moisture it will afford. The snow is badly drifted and railroad cuts are packed full.

Trains from the North and West arrived on the Northwestern nearly on time and those from the East and South will reach here to-night. A train will be sent through to Pierre in time to have legislators who went home to spend Sunday reach that city before a vote on United States Senator is taken to-morrow. As nearly all pairs expire to-night it is desirous absentees get back before another ballot is taken.

CYCLONE IN THE SOUTH.

IT STRUCK THE TOWN OF HELENA AND INJURED SEVERAL PERSONS.

BIRMINGHAM, Ala., Feb. 9, 1891.—A cyclone struck Helena this afternoon about four o'clock. It twisted the telegraph poles off like pipestems and laid the railroad station building flat on the platform, and then crossed the track diagonally and levelled the store of Thomas Davidson. C. T. and James Davidson were in the store and both were hurt about the head and P. D. Loe was bruised about the body.

The storm then raised, and, passing over a three story building, struck the Helena Rolling Mill, about two hundred yards from the station, taking the roof off both the mill and stock house.

The cloud passed on in a southeasterly direction, and a report has reached here that it struck Talladega in its course.

HEAVY RAIN IN TENNESSEE.

CHATTANOOGA, Feb. 9, 1891.—The rainfall to-day was the heaviest for the same length of time ever known here, over two inches having fallen. The Fifth ward schoolhouse was surrounded, the Western and Atlantic Railway crossing covered and outdoor work generally suspended. Two streams could be plainly seen pouring over the mountains. The rain is still falling.

SIGNAL OFFICE FORECASTS.

WASHINGTON, Feb. 9, 1891.—Weather forecasts till 8 P. M. Tuesday:—For Eastern New York, Massachusetts, Rhode Island and Connecticut, rain or snow; southerly, shifting to westerly winds; colder by Wednesday morning.

THE WEATHER YESTERDAY.

The following record shows the changes in the temperature for the past twenty-four hours in comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's pharmacy (HERALD Building), No. 218 Broadway:—

	1890.	1891.		1890.	1891.
3 A. M.	31	32	3:30 P. M.	36	40
6 A. M.	31	31	6 P. M.	33	40
9 A. M.	33	34	9 P. M.	31	42
12 M.	36	38	12 P. M.	30	38

Average temperature yesterday 36⅞
Average temperature for corresponding date last year 32⅝
Average temperature for corresponding date last fifteen years 34

A NEWPORT "FAKE."

[BY TELEGRAPH TO THE HERALD.]

NEWPORT, R. I., Feb. 9, 1891.—Newporters, as well as the cottage owners who suffered here from sneak thieves last summer, were amused to read in some New York papers to-day that the thieves were caught. The names of the parties who had been robbed were given, and it was claimed that they had identified their property. It is unfortunate, however, that the report is devoid of truth. Not a penny's worth of the property stolen from the cottages has been recovered, and no one believes it will ever be heard from again.

STANLEY'S RUMORED BENEFICENCE.

[BY TELEGRAPH TO THE HERALD.]

CLEVELAND, Ohio, Feb. 9, 1891.—An announcement made here by Major Pond, manager for Mr. Henry M. Stanley, that the great explorer had decided to give to General Booth, of the Salvation Army, all the gifts he has received from crowned heads is regarded with distrust in some quarters. Some people regard it as a bit of pleasantry only. Mr. Stanley's object, if such be his intention, would be to aid the work for the poor in London. The gifts are valued at nearly $500,000. They consist of pearls of rare value, gold cups and kindred articles. A number of them were received from Queen Victoria.

FIRE AND WRECK.

A TRAIN IS DITCHED AND THE MAIL CAR ENTIRELY CONSUMED BY FLAME.

[BY TELEGRAPH TO THE HERALD.]

WEST UNION, Iowa, Feb. 9, 1891.—The regular north bound passenger train on the Burlington, Cedar Rapids and Northern Railway was ditched about three miles south of Randalia this afternoon by a broken rail. Fire immediately broke out in the mail car, consuming the entire train. There were no fatalities, although not less than ten of the passengers are seriously injured. There were thirty passengers on the train. All the mail, including a large number of registered letters, was burned. A travelling salesman saved $30,000 worth of jewelry by crawling into the baggage car and securing it.

HEROISM COST HIS LIFE.

MR. SIMON JOSEPH SAVED TWO CHILDREN, BUT RUPTURED A VALVE OF HIS HEART.

An act of heroism cost the life of Mr. Simon Joseph, who died on Sunday at his residence, No. 884 Park avenue.

Two little girls were crossing Broadway in front of the HERALD Building on last Thursday and ran directly bfore a team attached to a carriage. Several people saw the children's peril, but none but Mr. Joseph had the presence of mind to act promptly.

He rushed through the maze of vehicles and grasping the reins of the horses and exerting all his strength he stopped them, just in time to prevent the children being run over.

For months past Mr. Joseph had been suffering from a disease of the heart, and the effort that he made in stopping the horses strained a valve of the heart. He fainted at the time, but soon revived, and was taken home.

He was unable to go to his business on Friday and Saturday, but was able to sit up on the latter day.

Mrs. Joseph was sitting by her husband's bedside about half-past six o'clock Sunday evening and he was holding her hand. "I'm feeling so much better, dear," he said, "and the pain has all left me."

A moment later he gasped for breath and exclaimed:—"This is the last!" He sank back, and before physicians could be summoned he was dead.

Mr. Joseph was the son of the philanthropist and fur dealer of England, whose house was the only one granted an open contract by the British government during the Crimean war. Simon Joseph, who was born in Manchester, came to New York twenty-nine years ago and opened a branch of his father's business at No. 38 Broadway. He was very prosperous until the panic of 1873, which swept away his fortune.

Then he embarked in business as a real estate broker, and it was the worry and anxiety attendant upon this business, Mrs. Joseph told me last night, that caused her husband to suffer from heart disease. Mr. Joseph was known as a gentleman of very scholarly attainments.

Two of his sons are members of the firm of Martiss & Co., general commission merchants, London.

The funeral will take place from his late residence on Thursday morning.

OBITUARY.

CAPTAIN STEPHEN S. DOTY.

United States Custom House Inspector Stephen S. Doty died yesterday of kidney disease at the residence of his son-in-law, Mr. G. Weyer, at Passaic, N. J. He was born in this city on March 11, 1831, but lived in the town of West Chester for a long time, where the Doty family settled nearly two hundred years ago. For many years Captain Doty was engaged in the hotel business in this city, first as proprietor of the Lafayette Hotel, then at Broadway and Broome street, and later of the Exchange Hotel in Wall street, where the Custom House is. He was one of the organizers of the republican party in 1854, when their meetings were held in the back room of an undertaker's shop, and was twice his party's candidate for Alderman of the Nineteenth ward. At the outbreak of the war Captain Doty sold out his business and purchased the steamboat Gillume, which was engaged by the government as a transport boat for the Red River, where he ran her during the "Red River fight" and until the capture of Mobile. Having accumulated about $140,000 the Captain invested the money in cotton, which he stored in warehouses in that city just a few days before the explosion of the federal magazine there which swept away so much property and the Captain's fortune. With the indorsement of Vice President Morton and Generals Butler and Banks he entered the customs service shortly after the war and remained there ever since. He was a warm personal friend of the late President Arthur and fought many a political battle in this city at Mr. Arthur's side. Captain Doty leaves one child, a daughter.

MRS. CÆSAR A. BARATTONI.

Mrs. Cæsar A. Barattoni, who was formerly Miss Hattie A. Snell, of Lowell, Mass., and known to the public as Mlle. Renie Reignard, prima donna of the Boston Opera Company, died at her home in Newark, N. J., Sunday, of typhoid fever. She was thirty-three years old and, besides her husband, leaves one child. Mrs. Barattoni's voice was formerly a contralto and was frequently heard in opera and at concerts given throughout the country by Remenyi. A few years ago it developed into a light soprano and she left the stage and went with her husband to live in Newark. She accepted the position of leading soprano in the choir of the Third Presbyterian Church in that city and sang occasionally for charitable objects and in private circles. She was very popular in Newark's musical and society circles and entertained in a delightful manner in a home filled with curios her husband had gathered in all parts of the world. She was an extremely handsome woman, and had a simple and joyous nature, combined with a grace and dignity that impressed all with whom she came in contact. The funeral services will be held at Lowell to-morrow.

JOHN MACKEAN.

Mr. John MacKean, who died Sunday evening of pneumonia at the residence of his mother, Mrs. Elizabeth MacKean, No. 152 East Ninety-first street, was a son of the late School Commissioner James MacKean and a nephew of Judge John B. McKean, who omits the "a" in "Mac." Mr. MacKean, who was forty-five years old, was born in New York. He never married and for forty years lived in the house in which he died with his parents and his sister, Miss Margaret MacKean, for thirty years principal of the East Seventy-ninth street public school. He was educated in the public schools and the New York College, and for eight years was a trusted employé in the New York Post Office. Mr. MacKean, at the time of his death, was Inspector of Sewers in the Department of Public Works. Funeral services will be held at his late home at half-past seven o'clock this evening. The interment will be in Trinity Cemetery to-morrow morning.

"AUNT" PEGGY JOSLYN.

"Aunt" Peggy Joslyn, ninety-six years old, the oldest inhabitant of Atlantic county, N. J., died yesterday of old age at May's Landing. She had been in failing health for the last few months and her death was not unexpected. Mrs. Joslyn was beloved by the entire community, and many persons called upon her, to whom she related scenes of old times. Four sons, all well advanced in years, survive her. The deceased was a lifelong resident of May's Landing and a member of the Methodist Episcopal Church. During the latter part of her life "Aunt Peggy," as she was familiarly called, passed her time reclining in an old arm rocking chair knitting.

CAPTAIN WILLIAM H. KELLY.

Captain William H. Kelly, formerly of the Fifth regiment, N.G.N.J., but latterly on the Newark (N. J.) police force, died from typhoid fever Sunday night. Some weeks ago he drilled the squad of local patrolmen that appeared in "The Inspector" at Miner's Theatre and contracted a cold. Since then he has done no duty. He was thirty-three years of age and leaves a wife and child, who inherit the benefits from the Police Mutual Aid Society. He will be buried to-morrow.

COLONEL RICHARD F. BEIRNE.

Colonel Richard F. Beirne, the former editor and until January 1, 1890, the owner of the *State* newspaper in Virginia and one of the leading candidates for the democratic nomination for Governor in 1889, died at his home in the village of Ashland. Colonel Beirne was a native of Virginia and one of the brightest and ablest editors in the State.

JULIUS HOUSEMAN.

Ex-Congressman Julius Houseman, of Grand Rapids, Mich., died of vertigo Sunday evening. He was born in Bavaria, December 8, 1832, and emigrated to the United States in 1851. He had been Mayor of Grand Rapids and was a member of the Forty-eighth Congress.

OBITUARY NOTES.

Mr. Edmund J. Huling, a veteran journalist of Saratoga, N. Y., died yesterday of cancer. He was correspondent of a number of papers, and was prominently identified with the local press.

Mr. Simeon Howarth, an old time hatter, died of heart disease at his home in Danbury, Conn., yesterday. H was one of the best known men in the hatting business. He was sixty-five years of age.

Mr. Enos W. Peloubet, a former jeweller of Newark, N. J., who went to Omaha ten years ago, and later became a clerk in the Pension Office at Washington, died from heart disease Saturday. He will be buried in Newark to-day.

Mr. Benjamin F. Fuller, a messmate of Davy Crockett and a veteran of the war for the independence of Texas, died in the suburbs of New Albany, Ind., Sunday. He was a veteran of the Mexican and of the civil war.

Theodore J. Warner, a pioneer of Northern Missouri, one of the projectors of the first packet line on the Missouri River and the man who started in business the famous Ben Holliday, of the great overland stage system, died in Kansas City, Mo., Sunday night. He was a great grandson of Daniel Boone.

Mrs. Mary Ann Leonard, a life member of the First Presbyterian Church at Newark, N. J., died Saturday at the age of eighty-seven years. She was the widow of Lemuel Livingstone Leonard, the daughter of Thomas Davis and the granddaughter of Job Runyon, of one of the oldest families of New Jersey.

AN EMINENT PRIEST DYING.

PHILADELPHIA, Feb. 9, 1891.—The Very Rev. P. A. Stanton, D. D., O. S. A., who received his subdeaconship at the hands of the present Pope Leo XIII. when the latter was Bishop in a little town of Italy, and who has since become one of the most learned in the councils of the Catholic Church, is lying at the point of death at the pastoral residence of the Church of St. Augustine.

BANKER THOMPSON NO BETTER.

John Thompson, the banker, was no better last night. He is lying critically ill at his residence, No. 295 Madison avenue. His age, being ninety years, is telling against him in the battle with disease.

SHOT HIS WIFE AND HIMSELF.

RICHARD HALSEY'S REVENGE ON THE WOMAN WHO WOULDN'T LIVE WITH HIM.

[BY TELEGRAPH TO THE HERALD.]

COLUMBUS, Kan., Feb. 9, 1891.—The wedding of Richard Halsey and the daughter of one of the most prominent citizens of Baxter Springs was followed several years ago by the separation of the couple on account of incompatibility of temper. Mrs. Halsey has been in this city for some time boarding at the Empire House. Mr. Halsey to-day sent in a card requesting an interview, which was granted.

A short time after he went to the room several shots, fired in quick succession, were heard, and when the door was broken down Mrs. Halsey was seen lying on the floor covered with blood, and at her side was her husband in the same condition.

Halsey had shot his wife and himself. Mrs. Halsey will recover, but he died within an hour. Mrs. Halsey was in a swoon and no information could be obtained as to the cause.

FORTUNE FOR A DRIVER.

THE MANAGER OF A COAL DELIVERY WAGON HEIR TO THOUSANDS.

LOCKPORT, N. Y., Feb. 9, 1891.—Simon Male, laborer, who has been employed here some time as a driver on a coal delivery wagon, was to-day notified that there is $40,000 awaiting him from the estate of an uncle who died recently at Jersey City. The estate is estimated at $600,000, and there are other heirs in this vicinity.

WHENCE SIMON'S GOOD FORTUNE COMES.

Simon Male's legacy is probably from the estate of the late Job Malo, who died at Plainfield, N. J., a few days ago. He formerly lived in Jersey City, but moved to Plainfield a quarter of a century ago and aided very materially in developing that town. He was Mayor there many years. He owned over a hundred dwelling houses in Plainfield and considerable property in Jersey City.

10,000 MINERS ON STRIKE.

SERIOUS TROUBLE EXPECTED FROM THE EMPLOYMENT OF PINKERTON MEN.

[BY TELEGRAPH TO THE HERALD.]

PITTSBURG, Pa., Feb. 9, 1891.—Ten thousand miners are out, and the great coke strike in the Connellsville coke regions may be said to be inaugurated. To-morrow every mine and coke works in the region will be closed down. There are six thousand men employed at this work, and as soon as they have drawn the coke from the ovens they will quit. The strike is for an advance in wages of 12½ cents and against a 10 per cent reduction.

The workmen offered to continue at the present wages until March 1, provided the operators would arrange a satisfactory scale in the meantime, but this was refused. The independent or small operators then made a proposition to their men to pay the old wages until a settlement of the trouble, but this was also rejected and the strike ordered.

The operators say they must reduce prices on account of the depressed condition of the trade. The workmen claim the depression is only temporary. There are over sixteen thousand ovens and seventy coke and coal works in the region.

Yesterday a party of Hungarians visited the yard of the Fort Hill Coke Works and terribly beat Superintendent William Snyder, who warned them off the premises. Snyder may die from his injuries, but none of his assailants have been yet arrested.

It is reported that W. J. Rayney will attempt to continue work at his plant of 1,500 ovens with the protection of Pinkerton men. Such a move is likely to lead to grave trouble.

STRIKERS TIE UP A ROAD.

[BY TELEGRAPH TO THE HERALD.]

PITTSBURG, Pa., Feb. 9, 1891.—Nearly all the shop and yard employés of the Pittsburg and Western Railroad quit work to-day, and the road to-night is practically tied up. The men say they have not received their pay for two and three months. The officials admit this, but say the trouble will soon be over. The Baltimore and Ohio Railroad, which secured control of the company last week, is not yet in formal possession. This strike will probably hasten the transfer.

GOMPERS' FAVORABLE REPORT.

[BY TELEGRAPH TO THE HERALD.]

COLUMBUS, Ohio, Feb. 9, 1891.—Before leaving Cleveland this morning a number of labor men called at the hotel to make arrangements to carry on the campaign by raising funds. This evening the Trade and Labor Council held its regular meeting here, which I addressed. One hundred and seventy leaders in the labor movement of this city were in attendance. The delegates all pledged themselves to untiring efforts to carry on the campaign to raise money for coal miners and the eight hour movement. The spirit among delegates of miners here is excellent. They are all united on the eight hour movement.

SAMUEL GOMPERS.

Free Extracts from "LIGHT OF THE WORLD," by SIR EDWIN ARNOLD, will be published in the HERALD NEXT SUNDAY, by arrangement with FUNK & WAGNALLS.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK.

Steamer.	Sails.	Destination.	Office.
Wisconsin	Feb 11	Liverpool	35 Broadway
City of Chicago	Feb 11	Liverpool	6 Bowling Green
Teutonic	Feb 11	Liverpool	41 Broadway
Congo	Feb 11	London	22 State street
Ems	Feb 11	Bremen	2 Bowling Green
Moravia	Feb 11	Hamburg	37 and 61 B'way
Friesland	Feb 11	Antwerp	6 Bowling Green
State of Indiana	Feb 12	Glasgow	53 Broadway
Russia	Feb 12	Hamburg	37 and 61 B'way
Servia	Feb 14	Liverpool	4 Bowling Green
Eider	Feb 14	Bremen	2 Bowling Green
Waesland	Feb 14	Antwerp	6 Bowling Green
Spaarndam	Feb 14	Rotterdam	39 Broadway
La Gascogne	Feb 14	Havre	3 Bowling Green
City of New York	Feb 18	Liverpool	6 Bowling Green
Celtic	Feb 18	Liverpool	41 Broadway
Havel	Feb 18	Bremen	2 Bowling Green
Westernland	Feb 18	Antwerp	6 Bowling Green
Scandia	Feb 19	Hamburg	37 and 61 B'way
Etruria	Feb 21	Liverpool	4 Bowling Green
Queen Victoria	Feb 21	London	22 State street
Circassia	Feb 21	Glasgow	7 Bowling Green
Fulda	Feb 21	Bremen	2 Bowling Green
Werkendam	Feb 21	Amsterdam	39 Broadway
La Normandie	Feb 21	Havre	3 Bowling Green
Wyoming	Feb 24	Liverpool	35 Broadway
Bohemia	Feb 24	Hamburg	37 and 61 B'way
City of Berlin	Feb 25	Liverpool	6 Bowling Green
Majestic	Feb 25	Liverpool	41 Broadway
Saale	Feb 25	Bremen	2 Bowling Green
Noordland	Feb 25	Antwerp	6 Bowling Green
Belgravia	Feb 25	Naples	7 Bowling Green
State of Nevada	Feb 26	Glasgow	53 Broadway
Suevia	Feb 26	Hamburg	37 and 61 B'way
Aurania	Feb 28	Liverpool	4 Bowling Green
Otranto	Feb 28	London	22 State street
Werra	Feb 28	Bremen	2 Bowling Green
Veendam	Feb 28	Rotterdam	39 Broadway
La Bretagne	Feb 28	Havre	3 Bowling Green
Nevada	Mar 3	Liverpool	35 Broadway
Adriatic	Mar 4	Liverpool	41 Broadway
Rhaetia	Mar 5	Hamburg	37 and 61 B'way
Umbria	Mar 7	Liverpool	4 Bowling Green
Anchoria	Mar 7	Glasgow	7 Bowling Green
Amsterdam	Mar 7	Amsterdam	39 Broadway

FROM SAN FRANCISCO.

Alameda	Mar 5	Sydney, NSW	261 Broadway

CLOSING OF MAILS AT NEW YORK.

WEDNESDAY, Feb 11—For Europe, per steamer Teutonic, at 3:30 AM; for Europe, per steamer Ems, at 4:30 AM; for Belgium, per steamer Friesland, at 5 AM.

SATURDAY, Feb 14—For Brazil and La Plata countries, per steamer Advance, at 1 AM.

ALMANAC FOR NEW YORK—THIS DAY.

Sun rises	7 00	Moon sets	7 39 PM
Sun sets	5 29		

TIME OF HIGH WATER.

Sandy Hook	8 23 AM	8 59 PM
Governor's Island	8 40 AM	9 20 PM

☞ Predictions are for Eastern standard time; to reduce this to New York local time add 4 minutes. For high water at Hell Gate add 1 hour and 49 minutes to Governor's Island time.

PORT OF NEW YORK.

MONDAY, Feb 9, 1891.

ARRIVED.

Steamer Servia (Br), Walker, Liverpool Jan 31 and Queenstown Feb 1, with mdse and passengers to Vernon H Brown & Co.

Steamer Glamorganshire (Br), Davies, Yokohama Nov 9, Kobe 19th, Nagasaki 29th, Shanghai Dec 10, Foochow 14th, Hong Kong 16th, Singapore 23d, Port Said Jan 12 and Gibraltar 25th, with mdse to order; vessel to Funch, Edye & Co. Arrived at the bar at 2 AM.

Steamer St Hubert (Br), McPherson, Liverpool Jan 24, with mdse to Chas P Sumner & Co. Arrived at the bar at 9 AM. Had strong SW and NW gales, with high seas the entire passage.

Steamer Saller (Ger), Roben, Bremen Jan 25, with mdse and 74 steerage passengers for New York and 196 for Baltimore to Oelrichs & Co. Arrived at the bar at 3:30 AM. Had a continuation of heavy W gales and high seas; damaged bridge and boats and received other damages about decks.

Steamer Ocean (Ger), Voege, Bremen Jan 17, in ballast to Herman Starsberg & Co. Arrived at the bar at 7:40 AM.

Steamer Ailsa (Br), Morris, St Marc Jan 13, Port au Prince 15th, Jeremie 16th, Savanilla 24th, Carthagena 28th, Port Limon 31st and Navassa Feb 4, with mdse and 1 passenger to Pim, Forwood & Co. Arrived at the bar at 5:30 PM.

Steamer State of Texas, Williams, Fernandina Feb 6 and Brunswick 7th, with mdse and passengers to Chas H Mallory & Co.

Steamer Alsenborn, Lewis, Baltimore, with mdse to H C Foster.

Steamer Williamsport, Miller, Philadelphia for Boston.

Steamer Hercules, Anderson, Philadelphia for Newburyport.

Steamer Berks, Reed, Philadelphia for Neponset.

Ship Simla (of Liverpool), Kelley, Calcutta 123 days, with mdse to order; vessel to J W Parker & Co.

Bark Nimbus (of Windsor, NS), Coggswell, Rio Janeiro 46 days, in ballast to C W Bertaux & Co.

Bark Henry Norwell, McGilvery, Rio Grande del Norte Dec 23 and Barbados Jan 9, via Delaware Breakwater, with sugar to G Amsinck & Co; vessel to Brown, McGilvery & Co. Had heavy SE and NW gales all the passage with high seas; used oil bags over the bows with good effect; lost and split sails, stove bulwarks, &c.

Bark Flora (of St John, NB), Pike, Pernambuco Jan 9 via Hampton Roads Feb 6, with sugar to Allerton D Hatch; vessel to Harvey & Outerbridge.

Bark Beatrice (of Barbados), Hesse, Manzanilla 16 days, with cedar and mahogany to order; vessel to G A Brett, Son & Co.

Bark Thomas Brooks, McCall, St Jago Jan 9, and Guantanamo 23d, with sugar and mahogany to G Amsinck & Co; vessel to Waydell & Co.

Brig Carib, Montgomery, Truxillo 15 days, with mdse to Eggers & Heinlein.

Schr George W Wheelwright, Foster, San Blas 19 days, with cocoanuts to L Schepp.

Schr Arthur V S Woodruff (of Bucksport), Doveneaux, Macoris 11 days, with sugar to Bartram Bros; vessel to Miller, Bull & Co. Had fine weather.

Schr Minnie Louise (Br), Pettigrew, Kingston, Ja, Jan 24, with logwood to Gillespie Bros; vessel to master.

Schr Gertrude Abbott (of Philadelphia), Powell, Cardenas 10 days, with sugar to order; vessel to A Dayton & Co.

Schr Robert J Barr (of Philadelphia), Selover, Pensacola 8 days, with phosphate rock to order; vessel to Overton & Hawkins.

Schr M B Millen, Kumrill, Fernandina Feb 1, with lumber to order; vessel to Miller, Bull & Co.

Schr Erie, Brown, Darien, Ga, Jan 30, with lumber for St John, NB; anchored inside Sandy Hook for a harbor.

Schr Stephen Bennett, Hathorn, Brunswick, Ga, Jan 31, with lumber to order; vessel to Parsons & Barnes.

Schr Van Name & King, Curtis, Baltimore.

Schr Isabel Alberto, Hatch, Amboy for Portsmouth, NH.

Schr Samuel S Thorp, Pearce, Providence for Baltimore (anchored at Sandy Hook for a harbor).

Schr Chas E Morrison, Smith, Philadelphia for Providence.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer General Cogswell, Potter, Fortune Bay, NF, via Gloucester, for New York, with fish.

Steamer Highfield (Br), Casson, St John, NB, for New York, to load for Avonmouth.

Steamer Cottage City, Bennett, Portland for New York.

Steamer Herman Winter, Hallett, Boston for New York.

Schr Harold Benson (Br), Stanford, Cornwallis, NS, for New York, with potatoes.

Schr Gill & Baird, Knowlton, Green's Landing for New York, with stone to the Maine Granite Co.

Schr Falmouth, Smith, Portland, Me, for Philadelphia

Schr Martha Innis, Speed, Rockland for New York, with lime.

Schr Sardinian, Lord, Rockland for New York, with lime.

Schr Clara Rankin, Averill, Rockland for New York, with lime to H P Brown.

Schr A Heaton, Stout, Rockland for New York, with lime to Pressey & Haviland.

Schr Alfred Keene, Greeley, Rockland for New York, with lime.

Schr Nellie F Sawyer, Willard, Rockland for New York, with lime.

Schr Lottie, Marshall, Thomaston for New York, with lime to the F K Morse Co.

Schr Elate Bayles, Bayles, Boston for New York.

Schr Wild Pigeon, Greene, Boston for New York.

Schr Sarah A Falconer, Allson, South Boston for New York.

Schr Fred Snow, Tate, Fall River for New York.

Schr Julia Francis, Anderson, Fall River for New York.

Schr Multomah, Hansen, Fall River for New York.

Schr Harvest, Chase, Providence for New York.

Schr James M Bayles, Chase, Newport for New York.

Schr Annie F Bailey, Marson, New London for Philadelphia.

Schr Job H Jackson, Chase, New Haven for Norfolk.

Schr E H Weaver, Lowe, New Haven for Norfolk.

Schr Gracie D Chambers, Chambers, Bridgeport for Philadelphia.

Schr Phoenix, Cooper, Bridgeport for New York.

Schr Messenger, Van Dyke, Cold Spring for Whitestone.

Schr Despatch, Thompson, Port Eston for New York.

Schr Margaretta, Germaine, Glen Cove for New York.

Schr Mary Buckley, Dunn, Oyster Bay for New York.

Schr Henrietta, Udall, Oyster Bay for New York.

Schr Ella Cooper, Gallagher, Sands Point for New York.

BELOW.

Bark Richard Parsons (of Camden, Me), Freeman, from Hong Kong, Oct 18.

CLEARED.

Steamer Croma (Br), Lord, Leith via Deptford—Simpson, Spence & Young.

Steamer Viking (Nor), Haslund, Nassau—F T Montell & Sons.

Steamer Tallahassee, Askins, Savannah—R L Walker.

Steamer Kansas City, Fisher, Savannah—R L Walker.

Steamer Algonquin, McKee, Charleston and Jacksonville—Wm P Clyde & Co.

Steamer Saller (Ger), Roben, Baltimore—Oelrichs & Co.

Steamer W C Squires, Etter, Orient, LI.

Steamer J C Austin, Kenney, New Haven—Frank P Smith.

Ship Favorita (Ger), Steilmann, Bremen—Theo Ruger & Co.

Ship Treasurer (Br), Downey, Newport News—Scammell Bros.

Bark Grundloven (Nor), Ellingsen, Dantzic—Funch, Edye & Co.

Bark Alabama P (Ital), Pellerano, Las Palmas and Cadiz—John C Seager.

Bark Wm Cochrane (Br), Dernier, Brunswick, Ga—Funch, Edye & Co.

Schr Lizzie W Matheson, Rich, Gonaives—Jimeness, Hanstedt & Co.

Schr Fannie A Graham, Carter, Jacksonville—Brown, McGilvery & Co.

Schr Lizzie D Barker, Hawes, Boston—Master.

SAILED.

Steamer Tallahassee, for Savannah; bark Mary G Reed, for ——.

The following are anchored off Staten Island, storm bound:—Ships Melanape (Br), for Calcutta; Favorita (Ger), Bremen; schrs Mantana, Laguna; Myra B Weaver, Port Royal; Almeda Willey, Savannah; Melissa A Willey, Darien; Fannie A Gorham, Jacksonville; also a number of eastern bound schrs anchored for harbor at Sandy Hook.

Wind at Sandy Hook, sunset, SSE, fresh; raining. At Whitestone, LI, 9 PM, SW, brisk; raining.

The corrected reading of the barometer (reduced to sea level) at New York city on Monday, Feb 9, at 8 AM, as reported by the local Signal Office, was thirty and forty-hundredths (30.40) inches.

FREIGHTS AND CHARTERS.

Apart from a moderate inquiry for vessels to load at Southern ports the market was exceedingly dull and uninteresting. Grain room on the berth still backward owing to the advanced prices of wheat. Rates showed no improvement.

BERTH ENGAGEMENTS—Liverpool, steam, 2,000 boxes of cheese at 25s, 500 boxes at 30s.

CHARTERS—Steamer Ocean (Br, tank), 22060 bbls refined petroleum, New York to Continent, owners' account; steamer Strathdee (Br), Virginia to Liverpool, land on; bark Lindoen (Nor), sawn timber, Mobile to West Hartlepool, Tyne or Sunderland, £4 10s; bark Altai (Rus), sawn timber, Pensacola to East Coast of England or direct port Continent, £4 10s; bark Glengarry (Br), sawn timber, Pensacola to United Kingdom, 37s 6d, hewn, 31s, option Marseilles same rate; bark Argenta (Br), general cargo, Philadelphia to Brazil; bark Bygdo (Nor), 3,000 bbls refined petroleum, New York to Dublin, 2s 1½d; bark Lacaruna (Ital), 20,000 cases crude petroleum, New York to Barcelona, 10½c.

FOREIGN WEATHER AND FORECASTS.

LONDON, Feb 9, 1891—British barometric pressures are generally not far from the normal. The lowest pressure now reported from any quarter is 29.30 inches; the highest, 30.55, in the north of Germany. Easterly winds and very low temperature prevail in the United Kingdom, with fair weather in England, and no indications of any important changes. Southeasterly winds are predicted for to-morrow in England South and Southwest, and in the English and Irish Channels.

VALENTIA, I, Feb 9, noon—Wind SE, moderate breeze; weather cloudy; barometer 30.36 inches.

MARITIME MISCELLANY.

Capt B H Rogers, of steamer Congo; Capt Arthur Redford, of steamer City of Chicago; Capt R Sander, of steamer Ems; Capt O Winkler, of steamer Moravia; Capt W G Randle, of steamer Friesland; Capt F H Boujer, of steamer Spaarndam; Capt H Baur, of steamer Eider (at Southampton Jan 25), and Capt J C Jamison, of steamer Westernland (at Antwerp Jan 23), will please accept our thanks for reports and records of their ocean meteorological observations anu storm notes made in co-operation with the HERALD Weather Service.

Mr G S Frelingsdorf, third officer of steamer Moravia; Mr John R Lay, fourth officer of steamer City of Chicago; Mr Ernest Wm Bannister, third officer of steamer Congo, and Mr Thos G Barman, third officer of steamer Westernland, will also please accept our thanks for valued meteorological favors, and Capt R Sander, of steamer Ems, for abstract of log and papers.

STEAMER LUCY P MILLER, from St John for New York, broke her shaft pin on Sunday half way between Vinalhaven and Owl's Head; ran into Owl's Head under sail and was towed to Rockland for repairs yesterday morning by steamer Rockland.

BARGE NORMAN—Messrs Dalzell & Co, agents of the Boston Towboat Co, claim that the vessel sunk off Absecom is their coal barge Norman (formerly the steamer Norman), which foundered in a severe storm Jan 25, while on a voyage from Norfolk with 1,600 tons of coal for Boston in tow of a tug. The crew were taken off and landed at Vineyard Haven.

BRUNSWICK, Ga, Feb 9—Bark Svalen (Nor), from St Simons for Aberdovey, before reported ashore on St Simons bar, has been floated and towed here. She is in a bad condition.

CAMDEN, Me, Feb 5—New bark Steadfast, which left Belfast some 10 days ago for Baltimore and was towed to Rockland Jan 31 by cutter Woodbury, arrived here on Feb 4, having lost an anchor and fifteen fathoms of chain near Owl's Head. A new anchor has been procured and she will sail first chance.

CHATHAM, Mass, Feb 9—Schr George S Tarbell remains ashore on Monomoy, full of water.

DELAWARE BREAKWATER, Feb 9—Schr June Bright, from Philadelphia for Cienfuegos, ashore on Brandywine Shoal, is submerged. All that is visible is the top of the cabin. Vessel working. The cars are adrift and stove. Tug North America picked up one freight truck below the Brandywine and put it on the iron pier.

Pilot Wallace, who took steamer Nyassa (Br) to sea, denies the report published that the steamer was aground above Fort Delaware.

GLOUCESTER, Mass, Feb 9—Schr Sarah B Lee, of this port, went ashore last night at Little Harbor, NS, and will probably prove a total loss. Crew saved. She is insured in the Gloucester Mutual for $7,530.

NORFOLK, Feb 7—Steamer Murciano (Sp), from New Orleans for Norfolk, recently aground on Willoughby Spit, has had her bottom examined by a diver and found to be uninjured. A survey has been held and the vessel is coaling. She paid tugs $250 for assistance and will proceed at daylight 8th.

PENSACOLA, Fla, Feb 7—Bark Hattie G McFarland, from Havana for this port, grounded at Santa Rosa Island during fog last night. Damage not ascertained. A steamer has gone to her assistance. The master, in search of assistance, was prohibited from landing here by the quarantine physician on account of coming from Havana.

SAN FRANCISCO, Feb 4—Schr Electra, Knudsen, hence Jan 30 for Humboldt, returned yesterday, having been run into by steamer Jeanie Feb 1. The Jeanie did not offer any assistance, but steamed right ahead.

Schr Oscar & Hattie, Gault, returned to-day on account of having sprung aleak.

TYBE