WHEELS STOPPED BY WATER AND ICE.

Railroad Travel in the Mohawk and Hudson Valleys Almost Completely Paralyzed by Floods.

"WATER! WATER! EVERYWHERE!"

Yuma, a Town on the Border of Arizona and California, Reported Completely Submerged and Destroyed.

THE MISSISSIPPI VALLEY THREATENED.

[BY TELEGRAPH TO THE HERALD.]

ALBANY, N. Y., Feb. 27, 1891.—Cold weather alone has saved the Hudson River and Mohawk valleys from a most disastrous flood. As it is the water has done much damage.

Ice gorges have formed at Stuyvesant, Big Nose and Tribes Hill, which are still unbroken and are the worst ever seen in the river. All the city front is under water, and merchants go to their offices in boats. The Post Office basement is flooded. Trains cannot come into the depots over the Delaware and Hudson or the West Shore tracks, nor can the lower Broadway electric cars run.

DESOLATION.

Across the river from here the desolation is complete. The baseball park is like a huge skating rink.

Advices from up the river show that the flood in the Mohawk is receding. At Schenectady the iron bridge is damaged. Many persons have lost heavily in personal property, which they had to abandon in their houses. Much live stock has been drowned. Where the water has receded it has left the streets filled with huge cakes of ice. The flats below the city are, however, still flooded, and the immense plant of the Edison General Electric Company is surrounded by water. The river above the city is choked up with ice and another flood is feared.

ROUGH ON THE RAILROADS.

The greatest embarrassment is to railroad travel on the New York Central and Hudson River Railroad. Trains are being despatched slowly via the West Shore and without reference to schedules. The situation regarding freight, however, is becoming serious, as none of the side tracked trains can be moved. Some contain live stock.

West of Yost's station the Central tracks are piled high with ice, and the same condition exists near Utica. Beyond Fort Plain all four tracks are under water for nearly a mile. It will be many days before travel can be resumed.

Down the river the condition of the road is still worse. The tracks are under water in many places and the ice is scattered all along in great masses. Travel can only be continued by going around the dangerous points.

VAIN ATTEMPT TO MOVE TRAINS.

The water has fallen about two feet at Canajoharie, five feet at Fonda and six feet at Fort Plain. The New York Central tracks are still covered with ice, some of which is three feet thick and mixed with water in some places. A passenger train which attempted to come through from the East made but little progress, and is now stalled east of Palatine Bridge. Both tracks of the Hudson River Railroad between Schodack and Stuyvesant are still obstructed by ice and water. Through express trains between New York and Albany are still running via the Harlem road. It is thought that a single track may be secured between the two places named soon. All the trouble on the Central is on the upper Hudson, where water covers the track. The tracks below Fishkill are not overflowed, but only one local train has come north. No mail has been received at Newburg from New York since six o'clock last evening.

Large forces of men are repairing the telegraph lines and railroad tracks. Many who abandoned their dwellings yesterday are moving back again.

MISSISSIPPI VALLEY IN DANGER.

[BY TELEGRAPH TO THE HERALD.]

NEW ORLEANS, La., Feb. 27, 1891.—The people in the Lower Mississippi Valley are becoming nervous over the steady and rapid rise of the river. Many of the levees destroyed by the flood of last year have not yet been completed, and it is feared that the rising waters may overtake the workmen before their work is finished. Even if this does not prove to be the case the new levees are comparatively weak and will be unable to withstand such a pressure as the dykes were subjected to last year.

The floods pouring out of the Ohio and other affluents of the Mississippi are expected to raise the water line in the lower valley still more. Further heavy rains in the valley are likely to produce disastrous effects. Fortunately, the weather indications just in are favorable and the present low temperature in the upper valley has had the effect of binding up all the smaller streams. The river in front of the city is now within two feet three inches of the highest point ever known.

YUMA DESTROYED.

ALL BUT TWO BUILDINGS IN THE LITTLE ARIZONA TOWN DEMOLISHED BY FLOODS.

SAN FRANCISCO, Cal., Feb. 27, 1891.—Superintendent Fillmore, of the Southern Pacific, has received a despatch from Yuma, Ariz., on the California border, stating that the place is doomed to destruction, that three-quarters of the city was flooded, and that the water was also threatening the last quarter. The operator closed by stating that he could not keep his office another half hour. The Southern Pacific (southern division) headquarters was swept away, and with them the ticket and freight offices. The twelve hundred inhabitants of Yuma have taken refuge in the Penitentiary on high ground.

Later despatches received from Yuma say that all the buildings in the town except the Southern Pacific Hotel and the Penitentiary were destroyed by the flood last night.

The Gila and Colorado rivers rose thirty-three feet above low water mark. The passenger and freight depots are both flooded and water rose to a level with the bridge across the Colorado River.

In order to prevent the bridge from being carried away by the freight depot being set afloat the building was blown up with dynamite. The river dropped seventeen inches in one hour this morning and the Yuma residents are feeling less anxious.

The railroad tracks for a distance of twenty-two miles east of Yuma have been washed out of sight, and it will probably be Saturday or Sunday before the line to Yuma is opened. The Santa Fé is still badly blocked. One or two trains are somewhere between San Bernardino and Barstow. Some days must yet elapse before the coast line to San Diego will be in passable condition. No further reports of loss of life have been received. The loss of property is not so heavy as at first anticipated.

The railroad bridge at Cajon Pass was washed away, but the bridge over Mojave, near the pass, is still safe. The wagon bridges at Rincon, Auburndale and Riverside, across the Santa Ana River, have all been swept away. The pipe line in Santa Ana Canyon, furnishing water to Redland Heights, is badly washed out.

San Bernardino has received no mail from any quarter since last Sunday. Every bridge in the county except the Santa Fé Bridge has been either badly damaged or washed out.

Seven miles of the railroad track between Elsinore and Perris is washed out, the bridge gone, and it is reported that the road through the Temecula Canyon is entirely destroyed.

KILLED BY THE FLOOD.

NOT ONE BUILDING LEFT ON ITS FOUNDATION IN TIA JUANA.

SAN DIEGO, Cal., Feb. 27, 1891.—Several deaths have resulted from the flood at Tia Juana. A Mexican was drowned while attempting to assist others. William E. Scribner, druggist, was swept away in his store by the flood. In Tia Juana there is not a building left standing on its foundation. The Russ House is the only building not completely wrecked, and that is badly damaged. The main current of the Tia Juana River now runs through the town. The valley is completely swept of fencing, windmills, &c. A number of cattle, hogs and horses are known to have perished.

There has been no communication with the Mexican side yet, and it is impossible to tell the damage or the number of lives lost.

A message from Los Canzo states that thirty-three inches of rain had fallen within sixty hours at Stonewall and Cuyamaca dam, the heaviest rainfall ever known in that section.

DESTRUCTIVE FLOODS IN MEXICO.

CITY OF MEXICO, via GALVESTON, Feb., 27, 1891.—The port of San Felipe has been flooded by a storm. One schooner, one lighter and thirteen smacks have been wrecked. Eighteen houses have been destroyed and many families made homeless. A number of lives have been lost and many cattle have been drowned.

NOTES OF THE FLOOD.

Thursday night was one of the coldest of the season at Houston, Texas, and reports from several points are to the effect that the peach and other fruit trees which were budding are badly damaged.

The Merrimac River is the highest for years and still rising. Wharves are overflowed, and considerable lumber and other movables have been swept away and numerous cellars flooded at Haverhill, Mass.

Horace, the six-year-old son of Horace M. Hodge, while playing beside a swollen creek Thursday, at Palatine Bridge, N. Y., fell into the water and was swept 150 feet through a culvert under the street. On emerging he caught and clung to a projecting rock until rescued.

Iniquities and humors of sailors' shops and boarding houses, in the SUNDAY HERALD.

INJURED BY A TIDAL WAVE.

HALIFAX, N. S., Feb 27, 1891.—Shortly after leaving England for Bermuda the troopship Orontes was struck by an immense tidal wave, which for a time endangered the vessel. A number of seamen and thirty soldiers were severely injured, some of them having arms and legs broken.

The Leicestershire regiment embarked on the Orontes at Bermuda for Halifax, and will leave tomorrow morning for this port.

SENATOR HEARST DYING.

WASHINGTON, Feb. 27, 1891.—Dr. Ward, the physician of Senator Hearst, reports that the Senator is in a critical condition and may live but a few hours.

OBITUARY.

REV. JEREMIAH O'CONNOR, S. J.

Rev. Jeremiah O'Connor, of the Society of Jesus, pastor of St. Lawrence Roman Catholic Church, at Eighty-fourth street and Park avenue, died early yesterday morning of catarrhal pneumonia and fatty degeneration of the heart, in the fiftieth year of his age. Father O'Connor had been in poor health since last December, when he had an attack of erysipelas. It was then discovered that he had a heart trouble also. He had been able, however, to attend to his duties up to last Monday, when he was obliged to take to his bed. Father O'Connor was born in Dublin, Ireland, April 10, 1841. His parents came to this country when he wa a child. His father died soon afterward, and his boyhood was spent with his widowed mother in Philadelphia. He was graduated from the Philadelphia High School in 1857 and entered St. Joseph's College in that city. Three years later he became a member of the Society of Jesus—July 30, 1860. He was ordained a priest in 1875. In 1879 Father O'Connor was appointed president of the Boston College, which position he held for five years. He was then stationed as pastor of St. Francis Xavier Church, whence, three years ago, he went to St. Lawrence's, the pastorate of which he had since occupied. He was known throughout the country as one of the most eloquent and polished pulpit orators among the Catholic clergy.

VICAR GENERAL JOHN A. KELLY.

Very Rev. Dean John A. Kelly, Vicar General of the diocese of Trenton, died yesterday at his residence attached to St. Mary's Roman Catholic Church of South Amboy, of which he was pastor. Father Kelly was born in Brooklyn, N. Y., on March 23, 1830. He was ordained a priest on August 17, 1854, and was one of the pioneer priests of New Jersey. From St. Mary's Church, South Amboy, as a centre, he attended at one time to the religious needs of the Catholics residing at Keyport, Red Bank, Long Branch, Asbury Park, Highlands, Sandy Hook, Seabright and New Monmouth. He built churches at Keyport, Red Bank, Long Branch and South Amboy. The church in the last named place is a magnificent Gothic edifice. It cost $80,000 and is entirely free from debt. The funeral will take place on Tuesday morning next at South Amboy.

WILLIAM A. BROWN.

William A. Brown, a flour and grain dealer at No. 415 Produce Exchange Building, and one of the founders and oldest members of the Exchange, died at his residence in Brooklyn, No. 93 First place, Thursday. Mr. Brown was seventy-three old, and had been in business in this city for more than half a century. He was well known and highly repected in trade circles. He was born in Boston and came to New York about fifty years ago, establishing the flour and grain firm of W. A. Brown & Co. In 1873 the house became Brown, Rice & Co. Mr. Brown retired from business four years ago with a competency.

ROBERT S. M'DOWELL.

Robert S. McDowell, whose sudden death at his residence, No. 532 Lafayette avenue, Brooklyn, is announced, was born in Dublin and came to this country in 1846. He was one of the very first practical chronometer makers in America, previous to his time such work having been all imported. His first engagement was with the firm of Bliss & Creighton. For thirty-five years he was with T. S. & J. D. Negus. He was connected with the Seventh regiment before the war and was a member of that regiment's veteran organization. He leaves four daughters and a son, Mr. Hamilton McDowell, a business man of Baltimore, Md.

DR. E. D. HAYWARD.

Dr. E. D. Hayward, one of the oldest physicians and most prominent business men in the Chenango Valley, died at his home in New Berlin, Wednesday. He was born in the town of Solon in 1814, and was graduated in his profession from the Albany Medical College in 1837. In 1883 he retired from practice and removed to New Berlin. He was for a time president of the Chenango County Medical Society. He was one of the founders and long a director of the National Bank of New Berlin. He was repeatedly chosen to represent the town of Columbus in the County Board of Supervisors.

CAPTAIN DAVID H. LA TOURETTE.

After a lingering illness, Captain David H. La Tourette died at his home, in Bayonne, N. J., yesterday morning, aged seventy-six years. He was a native who always resided there. He spent many years in charge of ships owned by his father, who ran a line of packets between New York and Southern States. Some of these ships were turned to the aid of federal forces during the war. At one time Captain La Tourette commanded a government transport. He married Sarah N. Kerr, of New York. His wife and eight daughters survive him.

JOHN H. WEBER.

John H. Weber, for the past thirty years a prominent business man of this city, died yesterday of heart failure at his home, No. 115 West Seventieth street. Formerly he was engaged in the fur trade, but two years ago opened the knit goods manufactory at No. 74 Fifth avenue, which he owned at the time of his death. Mr. Weber was born in Pennsylvania, where his father was for many years a prominent politician, and he came to this city at an early age. He was married forty-five years a o, and his widow, with two children, survive him.

WILLIAM G. CHAIR.

The death of William G. Chair at Port Jefferson, L. I., is announced. He was for many years engaged in the brown stone and marble business. He was the oldest boss stonecutter in the city. He erected the Fifth Avenue Hotel, the Capitol at Charleston, S. C., and many other prominent buildings. Mr. Chair was in the seventy-second year of his age.

CAPTAIN MILTON SHELDEN.

Captain Milton Shelden died Thursday night at Ceredo, W. Va., aged seventy years. For the past twenty-five years he has held prominent county positions. Prior to going to West Virginia he was clerk of the Ulster county (N. Y.) Court and was at one time a member of the State Legislature.

GEORGE C. INGHAM.

George C. Ingham, of the law firm of Mills & Ingham, one of the best known criminal lawyers in Chicago, died suddenly of heart disease Thursday night, aged thirty-nine years. He was one of the counsel for the prosecution in the celebrated trial of the Haymarket anarchists.

OBITUARY NOTES.

John S. Dickinson, of Whedbee & Dickinson, lumber merchants, of Baltimore, died yesterday.

The Rev. Andrew Sutherland died at Rochester, N. Y., yesterday, aged seventy-two years. He was a retired Methodist clergyman.

Mrs. Rebecca Young, a most prominent and highly respected citizen of Elkton, Md., is dead at the advanced age of ninety-one years.

Mrs. William Wemple, the mother of Comptroller Edward Wemple, died at her home in Fultonville, N. Y., yesterday, at the age of eighty years. Her death was due to paralysis.

Judge Collins Fitch, the oldest Free Mason in Kentucky, died yesterday at Brandenberg in his ninety-ninth year. He was born in Washington county, N. Y., and served in the War of 1812.

J. Heneage Carter, one of the old time theatrical managers, died at Fresno, Cal., February 19. Mr. Carter was stricken with partial paralysis about twenty-five years ago, but continued his business to the day before his death.

Henry C. Thorne, postmaster at Central Valley, Orange county, N. Y., died at his home in that village recently, aged thirty-nine years. He was prominent as an Odd Fellow and Knight of Pythias. Mr. Thorne left a wife and four children.

George Byrnes, forty-three years old, employed as chief engineer on the steamboat Connecticut, now laid up for repairs, dropped dead from heart disease in Hauser's saloon, Washington street, Hoboken, yesterday morning. His body was taken to Crane's Morgue and the Coroner notified.

SURRENDER OF WATSON, MISS BIRCH'S LOVER.

After Emphatically Denying That He Set Fire to the Islip Millinery Store Is Released on Bail.

FLORENCE'S STORY DOUBTED.

Watson Declares That He Will Prove the Falsity of Her Latest Charges, and Also Those Contained in Her Original Confession.

Florence Birch's sudden and unexpected change of base in charging her lover, William Watson, of Freeport, with the crime which she herself had already confessed to, has created a sensation in Islip, L. I. But this was nothing to that which happened there yesterday. Now everybody is denouncing Florence as a liar and an impostor.

The Town Committee are at their wit's end. Elliott J. Smith, Miss Birch's lawyer, says he will have nothing more to do with the case.

Everybody is exclaiming against the stupidity of the Town Committee in employing Abe Benjamin, of Bay Shore, to arrest Watson. Instead of going direct to Freeport, where he might have caught his man on Thursday night, he fiddled around in New York looking for Detective Newcome and by the time he was ready to make a sally on the establishment of Sullivan, Drew & Co. the bird had flown to Freeport.

Early yesterday morning Benjamin, in a loud check ulster, with his warrant conspicuously held in his hand, marched into the store of Sullivan, Drew & Co. and called upon Watson to come forth.

WATSON WAS ABSENT.

Watson was absent, and Benjamin, with one of Newcome's detectives, started for Freeport to get him. Watson left home at the usual time yesterday morning. He bought a HERALD on the train, and one of the first things that greeted his eyes was the intelligence that a warrant was out for his arrest. He left the station and drove back to Freeport.

Watson is popular in Freeport and his many friends immediately rallied around him. George Wallace, a lawyer of Rockville Centre, was sent for and the whole party started for Islip on the noon train. Their arrival there was the signal for a general turning out of the population.

A friendly messenger went on a run to Miss Birch's house to apprise her of the news. Justice Clock was sent for and he instantly caused the Town Hall to be opened for the reception of the visitors. It soon became known that Watson had voluntarily given himself up, and the astonishment of the citizens, and particularly of the Town Committee, knew no bounds.

Elliott J. Smith, Miss Birch's lawyer, appeared on behalf of the people.

IN DEFENCE OF WATSON.

Then Mr. Wallace, Watson's lawyer, got up. He called Justice Clock's attention to the fact that his client had come of his own accord to throw himself into the arms of justice.

"Mr. Watson," he said, "had done this as any innocent man would who was accused falsely."

Watson had not set fire to the store, and he would prove that he was miles away from Islip on the night of the fire. He asked for a copy of the record of the testimony on Miss Birch's case, but Justice Clock refused to let him have this. He then asked that the hearing in his client's case be adjourned for one week and that Justice Clock admit him to bail. The bail was fixed at $500, and George Schaeffer and Merrill B. Smith, of Freeport, qualified as bondsmen. The case will come up on Friday morning next.

OUT ON BAIL.

Watson then left for Freeport in triumph.

Benjamin arrived in Islip last evening. Lawyer Elliott J. Smith disclaims all responsibility for Florence's latest confession, and says he has washed his hands of her. He cannot account for her action, but thinks she must have acted on the suggestion of her mother and father, who were anxious to have her good name saved by a marriage to Watson. Others accuse the Town Committee of having "put up the job." In any case, it is likely to go hard with Miss Birch unless she can prove her charges.

The Town Committee last night conferred with Detective Newcome on the new aspect of affairs. It is presumed his agents will leave no stone unturned to discover whether Watson was seen in Islip on the night of January 20. Some say he was, but will not swear to it. It is not thought that the charges against Watson can be proved.

Watson is a bright young fellow, with blond hair and a snappy manner. I saw him at Freeport yesterday. He laughed Miss Birch's charges to scorn. He said he could prove beyond question that he had not been near Islip on January 20. He declared that the whole proceeding was evidently a bluff to compel him to marry the girl. He said he would expose her at the hearing next Friday in a way that would completely destroy her charges of arson and riddle all her other assertions in her original confession to Detective Newcome.

HER ORIGINAL CONFESSION.

In that confession she said:—"At the time of opening my store I did not care for anything but business, as I had been feeling sick for a long time, and, as the effect of this, did not care for the company of young men, and in fact no company at all. Soon after starting my store I fully recovered, and as the effect of this was as crazy for company as I had formerly detested it.

"I was acquainted with a young man who was working in the city and who, I thought, was what he pretended to be, a moral young man. The second time I came to the city shopping he wanted me to go to the theatre with him. I finally promised to do so, although I refused at first. We went, and after we came out he said he would take me for oysters, and instead he took me to a house on Twenty-fourth street.

"At that time I knew very little about such places and had no idea where I was going. He did everything he could to persuade me. I would do nothing wrong by doing as he wanted me to, but I would not give in. I was terribly frightened and told him if he did not not take me away from there I would raise the whole house. He said of course he would not keep me there unless I wanted to stay, and we left and walked, as I knew, the wrong way to my stopping place. I told him to go the other way, but as he would not I turned and walked in the opposite direction, and he did not follow me.

IN LOVE WITH HIM.

"This rather piqued me, as I was really in my heart just dead in love with him. After I had gone a few blocks he jumped off a car and joined me. I told him at first that I would not have him, but he coaxed me around and went home with me."

Then she continued:—"Mr. Watson kept writing me letters add coaxing around me. At first I would not listen to him and wrote to him only once, and told him what I thought of him. Afterward I saw him several times. After this I became perfectly reckless.

"All I could think of was getting rid of my store (but this I could not bear to do, as I was getting along nicely in it), so that I could be in New York city, where we could see each other often. I thought it all over, and you know what was the result. I set the fire to get my insurance, and then was afraid of being detected and did the other work to cover it.

"As for the letters, I never thought of doing such a thing in my life before, but I was just jealous of every girl.

"I wrote the first letters against some one else and then, as I was afraid of being detected, wrote the others so it would not be blamed on me; but I am glad now I have been found out, for it has saved me from a terrible destruction both of body and soul, and this, thank God, will, I believe, be my salvation."

COURT OF APPEALS CALENDARS.

ALBANY, N. Y., Feb. 27, 1891.—Following are the Court of Appeals calendars for Monday, March 2:—First division—Nos. 52, 54, 55, 56, 57, 58, 59 and 61. Second division—Nos. 222, 161, 229, 231, 873, 233, 239 and 242.

SIGNAL OFFICE FORECASTS.

WASHINGTON, Feb. 27, 1891.—Weather forecasts till eight P. M. Saturday:—For Eastern New York and Eastern Pennsylvania, warmer, southwesterly winds; fair weather; increasing cloudiness and rain Sunday night.

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.	41	26	3:30 P. M.	47	26
6 A. M.	40	26	6 P. M.	42	25
9 A. M.	43	25	9 P. M.	44	23
12 M	49	27	12 P. M.	43	22

Average temperature yesterday 25
Average temperature for corresponding date last year 43⅝
Average temperature for corresponding date last fifteen years 35

MISSOURI BLIZZARD-STRUCK.

BOOMERS IN THE CHEROKEE STRIP SUFFER FROM THE SEVERITY OF THE WEATHER.

[BY TELEGRAPH TO THE HERALD.]

KANSAS CITY, Mo., Feb. 27, 1891.—A travelling blizzard struck this section at six o'clock this evening and is growing worse every hour.

Reports have been received form the northern part of Kansas and the southern part of Nebraska which say that the storm bids fair to be the worst of the season. The snow is being drifted badly, and already trains are stalled on the Burlington. Stock will suffer severely, as the weather has been very warm up to within two days, when the first storm struck this section.

There is great suffering in the Cherokee Strip among the boomers who went there from Kansas and Missouri. The blizzard caught them unprepared for severe weather, and it is reported that the women and children are in danger of dying from the cold.

The only fuel is buffalo chips, and a heavy fall of snow has spoiled them for use. H. A. Lewis, just in from Arkansas City, says:—"I think probably there are eight hundred boomers, including families, in the strip, and half of this number are in danger of freezing or starving. The stock is in bad shape, and without pasturage will not improve so as to get the movers out of the strip before great suffering comes."

ALABAMA COAL FOR MEXICO.

[BY TELEGRAPH TO THE HERALD.]

PENSACOLA, Fla., Feb. 27, 1891.—The Mexican Coal and Steamship Company, composed of New York capitalists, have about completed arrangements for the shipment of Alabama coal to points in the interior of Mexico, sending the mineral from this port by steamship to Corpus Christi, Texas, and thence to its destination over the Mexican National Railroad.

The Louisville and Nashville Railroad for the transportation of coal from the mines to the sea board at this point has named acceptable rates and given the use of their docks here. Satisfactory terms have also been made with the Mexican National Railway, and it is given out that the first cargo in the new trade will be shipped in two weeks. The company has already closed a contract for the delivery of forty thousand tons of coal, and expect to ship a hundred thousand tons before the close of the year.

Fashions, as worn or discussed by society leaders in New York, Washington and Paris, in the SUNDAY HERALD.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK.

Steamer.	Sails.	Destination.	Office.
Aurania	Feb 28	Liverpool	4 Bowling Green
Werra	Feb 28	Bremen	2 Bowling Green
Veendam	Feb 28	Rotterdam	39 Broadway
La Bretagne	Feb 28	Havre	3 Bowling Green
Belgravia	Feb 28	Naples	7 Bowling Green
Nevada	Mar 3	Liverpool	35 Broadway
Bohemia	Mar 3	Hamburg	37 and 61 B'way
Spree	Mar 4	Bremen	2 Bowling Green
Pennland	Mar 4	Antwerp	6 Bowling Green
Adriatic	Mar 5	Liverpool	41 Broadway
Rhaetia	Mar 5	Hamburg	37 and 61 B'way
Umbria	Mar 7	Liverpool	4 Bowling Green
Egypt'n Monarch	Mar 7	London	22 State street
Ancheria	Mar 7	Glasgow	7 Bowling Green
Aller	Mar 7	Bremen	2 Bowling Green
Amsterdam	Mar 7	Amsterdam	39 Broadway
La Champagne	Mar 7	Havre	3 Bowling Green
California	Mar 10	Hamburg	37 and 61 B'way
City of Chicago	Mar 11	Liverpool	6 Bowling Green
Teutonic	Mar 11	Liverpool	41 Broadway
Lahn	Mar 11	Bremen	2 Bowling Green
State of Pennsyl	Mar 12	Glasgow	53 Broadway
Wieland	Mar 12	Hamburg	37 and 61 B'way
Wisconsin	Mar 14	Liverpool	35 Broadway
Servia	Mar 14	Liverpool	4 Bowling Green
Ethiopia	Mar 14	Glasgow	7 Bowling Green
Ems	Mar 14	Bremen	2 Bowling Green
Obdam	Mar 14	Rotterdam	39 Broadway
La Gascogne	Mar 14	Havre	3 Bowling Green
City of New York	Mar 18	Liverpool	6 Bowling Green
Britannic	Mar 18	Liverpool	41 Broadway
Havel	Mar 18	Bremen	2 Bowling Green
Rugia	Mar 19	Hamburg	37 and 61 B'way
Etruria	Mar 21	Liverpool	4 Bowling Green
Moravia	Mar 24	Hamburg	37 and 61 B'way
Majestic	Mar 25	Liverpool	41 Broadway
City of Berlin	Mar 25	Liverpool	6 Bowling Green
State of Georgia	Mar 26	Glasgow	53 Broadway
Russia	Mar 26	Hamburg	37 and 61 B'way
Wyoming	Mar 28	Liverpool	35 Broadway
Circassia	Mar 28	Glasgow	7 Bowling Green
FROM SAN FRANCISCO.			
Alameda	Mar 5	Sydney, NSW	261 Broadway

CLOSING OF MAILS AT NEW YORK.

WEDNESDAY, March 4—For Japan and China, per steamer Belgic (from San Francisco), 6:30 PM; for Europe, per steamer Spree, at 8:30 AM; for Belgium, per steamer Pennland, at 10 AM.

THURSDAY, March 5—For Europe, per steamer Adriatic, at 10 AM.

ALMANAC FOR NEW YORK—THIS DAY.

Sun rises	6 35	Moon rises	10 35 PM
Sun sets	5 50		

TIME OF HIGH WATER.

Sandy Hook	10 30 AM	10 51 PM
Governor's Island	10 46 AM	11 15 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.

FRIDAY, Feb 27, 1891.

ARRIVED.

Steamer Spree (Ger), Willigerod, Bremen Feb 18 and Southampton 20th, with mdse and 200 cabin and 417 steerage passengers to Oelrichs & Co. Arrived at the bar at 6:25 AM. Feb 22, had a heavy westerly gale, with high head sea, lasting 2 days; 24th, between lat 45.55, lon 46 50, and lat 45 25, lon 48.02, passed 2 large icebergs and many ice fields and large pieces of ice; same day, lat 46 18, lon 45 37, passed steamer America (Ger), from Baltimore for Bremen.

Steamer Brilliant (Ger), Bunger, Bremen Feb 7 via Shields 9th, in ballast to Gustave Heye. Arrived at the bar at 4 AM.

Steamer Burgermeister Petersen (Ger), Reeckmann, Hamburg Feb 7, in ballast to Gustave Heye. Arrived at the bar at 6 AM. Had heavy westerly and southerly winds, with cold northerly winds and clear weather near the Banks.

Steamer Charles (Br), Peters, Amsterdam Feb 9, in ballast to H Stursberg & Co. Arrived at the bar at 7 AM. Had strong W gales and very high seas nearly all the passage. Feb 21, lat 45, lon 48 40, passed a large ice field, and had to steer to the southward for 8 hours to clear it.

Steamer Britannia (Fr), Coste, Marseilles Jan 31 and Naples Feb 5, with mdse and 2 cabin and 231 steerage passengers to James W Elwell & Co. Arrived at the bar at 4 PM. Had strong W and NW winds and heavy sea the entire passage.

Steamer Cyril (Br), Oliphant, Manaos Feb 8 and Para 15th, with mdse and 1 passenger to Booth & Co. Arrived at the bar at noon.

Steamer Caracas, Woodrick, Porto Cabello Feb 18, Curacoa 20th and Laguayra 21st, with mdse and 10 passengers to Boulton, Bliss & Dallett. Arrived at the bar at 3:45 PM.

Steamer Arecuna (Br), Stickland, Port Spain Feb 17, Grenada 18th, with mdse and 2 passengers to Geo Christall. Arrived at the bar at 7:30 AM. Feb 25, lat 34 40, lon 72 45, spoke a barkentine showing letters KGWD, bound S.

Steamer Viking (Nor), Haslund, Nassau Feb 21, with mdse to F T Montell & Son.

Steamer Rio Grande, Connor, Galveston Feb 18, Key West 22d, with mdse and passengers to Chas H Mallory & Co.

Steamer El Mar, Mason, New Orleans Feb 21, with mdse to J T Van Sickle.

Steamer Iroquois, Pennington, Jacksonville Feb 24 and Charleston 25th, with mdse and passengers to Wm P Clyc & Co

Steamer Benefactor, Ingram, Wilmington, NC, 3 days, with mdse and passengers to Wm P Clyde & Co.

Steamer Roanoke, Hulphers, Newport News, with mdse and passengers to Old Dominion Steamship Co.

Steamer City of Atlanta, Davis, West Point, Va, with mdse and passengers to Old Dominion Steamship Co.

Steamer F W Brune, Lewis, Baltimore, with mdse to H C Foster.

Brig Ubaldiena (of Liverpool, NS), Bell, Demerara 19 days, with sugar to order; vessel to Tate, Muller & Co. Feb 21, lat 31 35, lon 72 30, passed a wreck bottom up, about 150 feet long, very dangerous to navigation, as it could be seen but a short distance; no date, lat 37 25, lon 73 47, spoke bark Cuba (of Windsor, NS), from Buenos Ayres for Boston, 51 days out; Feb 25, Barnegat bearing N, distant 30 miles, passed a sunken three masted schr, with top of masts about 10 feet above water.

Schr Tamon, Moule, Pensacola Feb 4, with lumber to order; vessel to master.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

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

Steamer Tillie, Ewing, New London for New York.

Schr E Collyer, Green, Port Eaton for New York.

Schr James Boyce, Rankin, New Haven for Norfolk.

☞ Schr Lavinia Campbell, Vail, passed 25th (not 26th), and was from East Boothbay for New York (not Boston for Philadelphia). She made the run in 57 hours.

BOUND EAST.

Steamer H M Whitney, Hallett, New York for Boston.

Brig H C Sibley, Richborn, Weehawken for Boston.

Schr Matthew Vassar, Jr, Mosher, New York for Kennebunkport.

Schr Sardinian, Hatch, New York for Rockland.

Schr Cathie C Berry, Foster, New York for Boston.

Schr George Edwin, Heaney, New York for Southport.

Schr Messenger, Van Dyke, New York for Cold Spring.

Schr E C Titus, Lynch, New York for Port Eaton.

Schr Fannie & Fay, Mehaffey, Weehawken for Boston.

Schr Elizabeth Arcularius, Davis, Amboy for Boston.

Tugs Robert Lockhart, with 5 barges; A E Burnside, with 3; Charles McWilliams, with 3.

BELOW.

Bark Hiawatha (Br), Anderson, from Demerara.

CLEARED.

Steamer Aurania (Br), Walker, Liverpool—Vernon H Brown & Co.

Steamer Werra (Ger), Pohle, Bremen via Southampton—Oelrichs & Co.

Steamer Island (Dan), Skjodt, Stettin, Copenhagen, &c—Funch, Edye & Co.

Steamer Veendam (Dutch), Roggeveen, Rotterdam via Boulogne—Funch, Edye & Co.

Steamer La Bretagne (Fr), Collier, Havre—A Forget.

Steamer Chandernagor (Fr), Aubault, Marseilles—Funch, Edye & Co.

Steamer Adirondack (Br), Sansom, Kingston, Ja, &c—Pim, Forwood & Co.

Steamer Portia (Br), Ash, St Johns, NF, via Halifax, NS—Bowring & Archibald.

Steamer City of Augustine, French, St Augustine and Fernandina—Warren Ray.

Steamer State of Texas, Williams, Brunswick and Fernandina—C H Mallory & Co.

Steamer Brixham, Coombs, Norfolk—J E Kerr & Co.

Steamer Born Head (Br), Scott, Baltimore—Simpson, Spence & Young.

Steamer F W Brune, Lewis, Baltimore—H C Foster.

Steamer Earnwell (Br), Mumford, Philadelphia—J M Ceballos & Co.

Bark Nellie Brett, Knight, Valparaiso, &c—W R Grace & Co.

Bark San Pietro (Ital), Giordano, Buenos Ayres—James E Ward & Co.

Bark Flora (Br), Pike, St Johns and Harbor Grace, NF—Harvey & Outerbridge.

Brig Cameo, Proctor, Christianstedt, &c—Bartram Bros.

Brig Papa Giacomo (Ital), Cañero, Tarragona—John C Seager.

Brig Marianna Pepe (Br), Otterson, Newark, NJ—J F Whitney & Co.

Schr Chautauquan (Br), Dixon, St John, NB—J W Parker & Co.

Schr Wm Smith, Babbidge, Fernandina—Parsons & Barnes.

Schr Enchantress, Rollent, Charleston—S C Evans & Co.

SAILED.

Steamers State of Nevada (Br), for Glasgow; Llandaff City (Br), Bristol; Trinidad (Br), Bermuda; State of Texas, Fernandina; City of Birmingham, Savannah; Greatlands (Br), Philadelphia; ships Albania (Br), Japan; San Joaquin, Shanghai; barks Sarah Chambers (Br), Nordenhamn; Royal (Nor), Stockholm; Mendoza, Havana.

Wind at Sandy Hook, sunset, W, strong; clear; at Whitestone, LI, 10 PM, NW, moderate; clear.

The corrected reading of the barometer (reduced to sea level), at New York city, on Friday, Feb 27, at 8 AM, as reported by the local Signal Office, was twenty-nine and eighty-two hundredths (29.82) inches.

FREIGHTS AND CHARTERS.

Business again ruled dull all around, with little or no inquiry. Rates were unchanged.

BERTH ENGAGEMENTS.—Bristol, steam, 8,000 bushels of grain at 2⅝d; Leith, steam, 16,000 bushels of grain at 3d; Liverpool, steam, 9,000 bales of cotton at ⅛d.

CHARTERS—Steamer Brilliant (Ger, tank), 30,000 bbls refined petroleum, New York to Continent, owners' account; steamer Burgermeister Petersen (Ger, tank), same; steamer Charlois (Br, tank), same; ship Nancy Pendleton, 55,000 cases refined petroleum, New York to Hong Kong, 22c; bark Cap (Nor), 3,500 bbls refined petroleum, Philadelphia to Denmark, 2s 3d; schr Mabel Thomas, Philadelphia to St Johns, PR, $2 25.

FOREIGN WEATHER REPORTS.

LIVERPOOL, Feb 27—The weather is fine.

VALENTIA, I, Feb 27, noon—Wind calm; smoke or haze; barometer 30.22 inches.

ST JOHNS, NF, Feb 27, 7 AM—Barometer 29.64 inches. 1 PM—Barometer 29.63; wind SW, fresh; weather fair; temperature 56 deg Fahr.

CAPE RACE, NF, Feb 27, 7 AM—Barometer 29.85 inches. 1 PM—Barometer 29.80; wind SW, strong; weather foggy; temperature 41 deg Fahr.

BERMUDA, Feb 27, 7 AM—Barometer 30.00 inches. 1 PM—Barometer 30.03; wind S to SW, gale heavy, with haze and threatening weather; temperature 70 deg Fahr. 4 PM—Wind NW, fresh and squally.

MARITIME MISCELLANY.

Capt W Willigerod, of steamer Spree, will please accept our thanks for reports and records of his ocean meteorological observations and storm notes made in co-operation with the HERALD Weather Service, and also for ice report.

Mr J Kirby, second officer of steamer Nevada; Mr Jas Christian, third officer of steamer Tower Hill, and Mr P Merrilees, third officer of steamer Ancheria, will also please accept our thanks for valued meteorological favors, and Capt John A R Cushing, of steamer Nevada