THE STATE CAPITAL.

The Regulation of Drug Clerks in the Metropolis.

A SHIP CANAL ROUND HELL GATE.

Tweed's Proposed Elevated Railways Along Broadway.

Investigation in the Charges Against the Children's Aid Society.

The Act for the Widening of Broadway.

ALBANY, Feb. 14, 1871.

"If any gentleman can tell me how to get into the money vaults of millionnaires they can count me with them." This was the key note of the speech of the sage from Greene county, delivered in the Lower House to-day concerning the Usury law. The sage has been an ice man, and is supposed to have been a nice business man of twenty years or more; and, as a matter of course, has often had occasion to raise the wind when hard pressed in the regions wherein ice is hoarded. He was, therefore, opposed to the bill of Mr. Pound, which fixes the rate of interest at seven per cent, but virtually repeals the penalties imposed by the old usury law. The upshot of the whole debate was that the bill was practically killed, the Judiciary Committee being instructed to strike out the enacting clause.

THE DRUGGING PROO CLERKS.

Of the most important measures which the Senate have taken hold of is that for the protection of the public against ignorant druggists. To-day Mr. Irving's excellent bill on the subject was ordered to a third reading after having been in such a way as to make it all the more Nachtmann, of New York, to his own little bill, which was for a New York College of Pharmacy, have it so amended that the pharmacists get the lion's share of the Examining Board. Happily for the general public, did not succeed; for his bill, drawn up by the college folks, only relates to "principals" in the drug business, and in nowise attempts to shield the public from the ignorant drug clerks who manage, from time to time, to kill some miserable patient of a neighboring physician by mistaking a poisonous drug for

A GENTLE PHYSIC POWDER.

Flecke, another New Yorker, who has so far only distinguished himself for the way he tries to get up bills that never reach the Clerk's desk, made himself very ridiculous in the Committee of the Whole by moving to strike out the enabling clause, which motion would have killed the bill had it prevailed. He, for the life of him, couldn't see the importance of the bill. There are a great many druggists who would like to lecture Flecke on the subject, but they can't. Although the bill only refers to New York city, the country members showed their appreciation of its real value by aiding in various ways to make it all the more stringent. It will undoubtedly become a law. I append the entire bill as amended:—

SECTION 1. The Mayor and Commonalty of the city of New York are hereby directed to appoint, within ninety days after the passage of this act, two skilled pharmaceutists, two practical druggists and two regular physicians, two of whom shall be of the city of New York, to act during the pleasure of said Mayor and Commonalty as an examining board for the examination and licensing of all persons now employed or hereafter to be employed as clerks by any of the druggists or the keepers of drug stores of said city, and it shall not be lawful for any clerk employed by any druggist other than a prescription clerk to make up a prescription. They shall also designate one of the number of physicians so appointed as president, and also a person to serve as secretary of said board. They shall also notify in writing, under the seal of the city of New York, their consent as they shall appoint under the provisions of this act of such appointment by them.

SEC. 2. In case of a vacancy occurring by reason of the refusal of any person appointed as a member or officer of said examining board, or after accepting he shall die, resign or otherwise become incapacitated to act, the said Mayor and Commonalty shall fill such vacancy by the appointment of some other skilled pharmaceutist, practical druggist or regular physician to act as a member or officer of said board.

SEC. 3. The persons appointed on such examining board shall, within ten days after receiving notice of such appointment, meet and organize as such board, a majority of which shall constitute a quorum for the transaction of business.

SEC. 4. It shall be the duty of said board to examine, on application, all such clerks now employed or hereafter to be employed as clerks in any of the drug stores of the city of New York, and give a certificate of such examination to any person found competent to act in the capacity of a druggist's clerk, and which shall be deemed as a license to engage in such employment.

SEC. 5. It shall not be lawful for any druggist in the city of New York, after the expiration of thirty days after the organization of said examining board, to employ any person as a clerk who has not duly passed examination and received a certificate as provided for in the fourth section of this act.

SEC. 6. Any person violating the provisions of the 5th section of this act shall be deemed guilty of a misdemeanor, and shall be fined not less than $50 nor more than $100, or imprisonment six months, or both, at the discretion of the Court.

SEC. 7. The Board of Supervisors of the city and county of New York are hereby directed to provide such compensation for such examining board and its officers as they may deem a reasonable compensation for the services rendered by them.

SEC. 8. This act shall take effect immediately.

A SHIP CANAL AROUND HELL GATE.

An important bill is that introduced in the Senate to-day for the incorporation of a company, of which Samuel Samuels, Henry A. Trowbridge, Richard Schell, Charles G. Clark and Rufus Ingalls are to be directors, to construct a ship canal in Astoria, across Hallett's Point from Hallett's Cove north to deep water above Hell Gate and Way's Reef. The canal is to be six hundred feet wide, exclusive of its banks, and of sufficient depth to accommodate the heaviest sea-going vessels. The capital stock is fixed at $4,000,000, in shares of $100 each, of which the city of New York is authorized to subscribe $2,000,000 and Brooklyn $1,500,000 upon the vote of the majority of the Common Council of these cities, whose Mayors are also to be directors. The company is authorized to acquire land for the route, warehouses, wharves, &c., and charge tolls not exceeding fifteen cents a ton for vessels whose registered tonnage is over 200 tons, and —— cents under 200 tons; and it also authorizes the sale of the canal to the State, federal or city government after ten years of operation.

ANOTHER ELEVATED RAILWAY.

The elevated railway schemes still pour in. To-day Mr. Tweed presented two. One of them has among its directors one of the Boss' hangers-on, Cornelius Corson; Judge Shandley, William Miles, George H. Stout, Aaron J. Vanderpool and nearly all the lights of Tammany as corporators of the White Hall, Harlem and Mount Vernon Patent Railway Company, and to operate an elevated railway in Westchester and New York counties. The road shall be a single or double track, elevated on iron columns thirteen feet above the streets. The route is from Whitehall street to Broadway and Bowling Green, up Broadway to Park Row, Park Row, Chatham street, and the Bowery to Third avenue junction, and thence along Third avenue to the Harlem Bridge. The bill makes it an offence punishable by a fine of fifty dollars for any one other than a public officer in the execution of his duty to pass over the road on foot or other way than in the cars of the company. Illegal provisions were are to be appointed three commissioners to remove obstructions of awnings, &c. The fifth ward the County Clerk's office of maps or profiles is dispensed with, and the company are permitted to

TAKE AT PUBLIC GROUNDS OR PARKS

for turnouts, stations, buildings, &c., without compensation to the city, the bill declaring them to be public property "consistent with the uses" for which the street or park are held. The bill authorizes the charging of a single fare for two miles and each mile or fraction of a mile one cent additional, or ten cents for all distances. The company are expected to pay a sum not exceeding two per cent of the net income on Manhattan Island into the New York city treasury, as compensation for the use of the streets; and on the 1st of January of each year one-half of one per cent, to be expended in keeping up the streets. The bill also authorizes the corporation to extend a surface track to Mount Vernon, taking in all intermediate towns. Among other extraordinary powers granted to the company is the right to brace the track against the houses along the route. The other bill, which is equally as sweeping in its provisions, has the same incorporators and in its general features is a duplicate of the same. The road is to be an elevated railway (Hand's patent) to run from Whitehall street over Broadway to Seventy-first street, and thence through Tenth avenue and Harlem river, with a branch from Hudson street through Bayard place, the Bowery, Grand, Morris, Church, to Canal street, thence through Eighth and through University place to Broadway, and on to Yonkers, from Seventy-first street by means of surface tracks. This company is given the same right as the other to tear down awnings, signs and houses if necessary, and build upon the public parks or grounds without compensation to the city.

THE CHILDREN'S AID SOCIETY.

The investigation into the charges made against the management of the Children's Aid Society before the Committee on Charities was resumed this evening. Henry Pringle, an ex-officer, testified that the reports of the Society were cooked up to make a good showing; that children were neglected *en route* to the West, improperly fed, and allowed to escape on the way; that charges of gross tampering with

THE MORALS OF THE GIRLS

by a society officer were not investigated by the officers, and that, in short, the affairs are badly managed and money misappropriated; but as the latter point his evidence was indefinite. A lady who once acted as matron swore that in 1867 the girls of the lodging house were given merely enough food to keep life in them, and that the wife of the keeper, Mrs. Nott, was very niggardly in dealing out food; that upon one occasion a poor girl left by the Ladies' Protective Union was

TURNED INTO THE STREET BARE AT NIGHT

in a storm, and fell into the hands of ruffians in consequence, by whom she was so badly used that she died soon afterwards; that bean coffee, bread and two spoonfuls of molasses was the breakfast ration. She also sustained Friedgen's charge of false report, and declared that Saturday night, when the largest number were in the house, they counted the number and recorded it as the daily attendance for the week, and made a record for meals and lodgings that were never served. The evidence as to interfering with the religion of the children was indefinite, but it was stated that nine-tenths of the children sent West are Catholics, while most of the families they enter are Protestants, and thus they become

PROSELYTES INDIRECTLY.

Mr. Tracy, one of the "visitors," was examined at length as to the way he took children West, but had to concede that upon two occasions two boys were "dropped" *en route* because of their unruliness. What became of them he never learned. He believed that taking still grown boys West was productive of good results. Mr. Brace, the secretary, was then examined. He gave a general denial to all the charges brought against the society, as did Mr. Holsten, one of the "visitors." One of the strongest charges brought against the management by Friedgen was that the society, after finding out that poor families were going West at their own expense procured tickets for them and then put them down on their books as of the numbers sent out by themselves. Friedgen is a discharged employé of the society, and his evidence may be

REGARDED SOMEWHAT BY MALICE;

but the ex-chairman left the society's service of her own accord, and her testimony is therefore all the stronger. The committee, after the recess, will examine Tropp, Macy and several others of the officials.

THE JOINT RAILROAD COMMITTEE

held their first meeting this evening to inquire into the late railroad disaster, but adjourned without doing anything of importance, to await the arrival of the counsel of the railroad company. It is said that Mr. Vanderpoel is to be here to-morrow and will be put upon the stand as a witness.

THE BROADWAY WIDENING BILL.

The following bill has been introduced by Mr. Tweed:—

AN ACT in relation to the widening and straightening of Broadway, in the city of New York, and to regulate the practice in that proceeding.

The people of the state of New York, represented in Senate and Assembly, do enact as follows:—

SECTION 1. An appeal from the order of the Special Term of the Supreme Court, heretofore made and entered, confirming the report of the Commissioners of Estimate and Assessment in the matter of the application of the Mayor, Aldermen and Commonalty of the city of New York, for the widening and straightening of Broadway, under chapter 660 of the laws of 1869, and the act amendatory thereof, may be taken by the said Mayor, Aldermen and Commonalty to the General Term of the first judicial department, at any time before the expiration of four months from the date of said order of confirmation; such appeal shall be heard as an appeal from a non-enumerated motion, and may be brought on at any General Term in the said first department, and shall be entitled to a preference on the calendar over all other appeals and business, and may be moved by said Mayor, Aldermen and Commonalty out of its regular order, on any day of a General Term.

SEC. 2. The appeal authorized by the first section of this act shall be heard upon the merits thereof, and with like effect as if the same were an original motion for the confirmation of the said report of the said Commissioners.

SEC. 3. The appeal authorized by the first section of this act shall be taken by service, in the name or on behalf of said Mayor, Aldermen and Commonalty, of appeal from said order upon the attorney or counsel named in the order so appealed from, and by publication of such notice, once a week for four weeks, in two daily papers, published in the city of New York, and when so taken such appeal shall operate until the determination thereof as a stay of all suits, actions or proceedings brought, or thereafter to be brought, against the said Mayor, Aldermen and Commonalty, or any officer thereof, for the enforcement or collection of any awards for damage made by said Commissioners to any person or persons. The appeal may be brought to hearing by the said Mayor, Aldermen and Commonalty, or any person interested in said proceeding, upon the usual notice of argument; provided, however, that said Mayor, Aldermen and Commonalty may bring on the same upon service of such notice of argument only upon the attorney or counsel named in the order appealed from. Any and every person interested in said matter shall be entitled to be heard upon said appeal in person or by attorney or counsel.

SEC. 4. Within the time hereinbefore limited for the taking of said appeal, and notwithstanding the pendency thereof, the said Mayor, Aldermen and Commonalty may, at their option, move before a justice of the Supreme Court in the first department, either at Special Term or Chambers, to vacate the said order heretofore made at Special Term, confirming said report. And it shall be the duty of the said court or justice, at which or before whom such motion may be made, to hear the parties, and if it shall appear to the said court or justice that there was any error, mistake, irregularity or illegal act in the said proceedings for the widening and straightening of Broadway at any stage of the said proceedings, or if it shall appear to said court or justice that the assessments for benefit or the awards for damage, or any or either of them, have been unjust or inequitable or oppressive as respects said Mayor, Aldermen and Commonalty or any persons affected thereby, the said court or justice shall vacate said order of confirmation, which shall thereupon be null and void, and shall refer the matter back to commissioners, a majority of whom shall be others than the present commissioners, who shall proceed to amend and correct the said report, to make a new assessment in the whole or in part, as the court or justice shall direct, and report to the court, which report shall be made within six months after the order referring the matter to the said commissioners, and shall be presented for confirmation to the court upon at least twenty days' notice, by publication in at least two daily newspapers published in the city of New York. At the time of the first publication of such notice the said commissioners shall deposit in the office of the Department of Public Works in said city an abstract of their proposed report, showing the awards made for damage and the assessments imposed for benefit, which abstract shall remain in said office, open to public inspection and examination, until the report of the said commissioners is presented for confirmation, as herein provided. And such proceedings under said last mentioned order and for the confirmation of the further or other report of said commissioners, and the fees and expenses of said proceeding, shall be regulated and conducted according to the laws now existing relating to the opening of streets and avenues in the city of New York. Provided, however, that in making such corrected or new assessment and report the said commissioners may assess any and all property which they deem benefited by said improvement, whether the same be or not contained within the limits or spheres excepted from assessment for benefit by the act passed May 17, 1869 (being chapter 660 of the laws of 1869), and so much of said last mentioned act as provides for the exemption of any property from assessment, is hereby repealed. Liability to be assessed, or relationship to any person or persons who or whose property may be liable to be assessed, shall not be a disqualification of a Judge to hear said motion or to act in said proceeding in any stage thereof. The service of notice of such motion in manner hereinafter mentioned shall also operate until the hearing and determination thereof, as a stay of proceedings upon all suits, actions or proceedings brought or thereafter to be brought against said Mayor, Aldermen and Commonalty, or any officer thereof, for the enforcement or collection of any award for damage made by the first mentioned commissioners to any person or persons.

SEC. 5. The costs heretofore taxed in this matter shall be paid to the persons mentioned in the said proceedings as entitled thereto, in the like manner as if said order of confirmation were not vacated.

SEC. 6. The motion mentioned in section four of this act shall be heard upon the proceedings heretofore had in the said matter, and also upon such other papers and such affidavits and proofs as the said Mayor, Aldermen and Commonalty, and any person interested, may see fit to read upon the hearing before the court or Justice; and the said motion may be brought on, upon notice of not less than five days, by or in the name and behalf of the said Mayor, Aldermen and Commonalty, to be served upon the attorneys or counsel named in the order heretofore entered at Special Term, as hereinbefore mentioned, and by publication of such notice in at least two newspapers published in the city of New York for at least five days previous to the time mentioned in said notice for the making of the motion. All proceedings herein authorized to be taken by the Mayor, Aldermen and Commonalty of the city of New York may be taken by the Mayor of said city in the name and on behalf of the said Mayor, Aldermen and Commonalty.

SEC. 7. This act shall take effect immediately.

Legislative Investigation Into the New Hamburg Calamity.

ALBANY, Feb. 14, 1871.

The investigation by the Joint Railroad Committee of the Legislature into the Hudson River Railroad disaster at New Hamburg two weeks ago was continued to-day. Charles Johnson gave testimony concerning the disaster similar to what has been published already. A despatch was received from Commodore Vanderbilt, asking for a suspension of the investigation until the railroad company could be represented by counsel. The request was complied with and an adjournment was ordered until to-morrow afternoon, at four o'clock, when counsel is expected to be present.

SHOCKING TRAGEDY AT SING SING.

The Demon of Jealousy—Murder and Suicide by a Rejected Lover.

A tragic affair, which has shocked the entire community, occurred at Sing Sing yesterday afternoon, caused by the murderous rashness of a young German named Jacob Lyonberger, who, while maddened by jealousy, shot and instantly killed Frederica Meyer, a young lady to whom he had been paying his addresses, and terminated the sanguinary business by putting a bullet through his own brain. Lyonberger was employed as bookkeeper in the distillery of Jacob Darlon, at whose residence he boarded, and where he cultivated the acquaintance of Miss Meyer, who is said to have been an adopted daughter of Mr. Darlon. It is understood that the parties were engaged to be married at one time; but latterly the deceased became palpably indifferent toward Lyonberger, preferring the society and attentions of another suitor for her hand. Deceased was engaged at a sewing machine, when a ball directed by the hand of the rejected lover sent her into eternity without a moment's premonition. Up to a late hour last evening the murderer was still alive, although his death was momentarily expected.

A SAD STORY.

A Vessel's Crew Frozen and Starved Within Sight of Land.

By a sailor of the schooner Eliza, lying off Whitestone, we glean the following particulars of a fearful case of death:—It seems a schooner has been lying off Hog Island reef, frozen in, for the past few days, the captain and crew, consisting of two men and a boy, being engaged most of the time in attempting to cut a way out of the ice. Yesterday the people residing on the shore, noticing that everything about the schooner was still and strange, managed to get within hailing distance of the vessel, when the boy faintly made known their condition. By superhuman efforts the vessel was reached, and there a sickening sight was beheld. The two sailors were dead, literally frozen stiff, and the captain and boy were nearly frozen and starved, they having got out of supplies. The captain, herself, in his vain efforts to reach the open sea, had frozen both of his hands and feet and was extremely helpless. The bodies were removed ashore and the helpless survivors taken care of.

CHRISTINE NILSSON.

CINCINNATI, Feb. 14, 1871.

Christine Nilsson reappeared to-night before a large audience. She shows some effects of her recent illness.

LIEDERKRANZ.

The Ball of the Season—Prince Carnival in His Glory—A Teutonic Dream of Fairyland.

Without a cold, freezing, starless night, with miniature Alps of snow piled up on either side of the street; a pandemonium of objurgating drivers, struggling horses and frantic policemen; a few pedestrians plunging aimlessly through the yielding fleece which nature cast over the earth; a few street Arabs perched on the snow hills or dancing insanely over some half-frozen companion whom they have entombed in one of these hills; a calcium glare on Fourteenth street and Irving place, and a light or two twinkling from Wehrle's Belvedere eyrie or where the Lotos eaters do congregate; within a variegated mass of the maddest, merriest, most fun-inspiring devotees that ever did homage at Prince Carnival's shrine. It was the supreme intoxication of fun, and even war and its sad train was robbed of its terrors when jolly-faced uhlans and landwehr and pletheric, well-contented Turcos and Spahis engaged only in the harmless conflict of humor.

THE FLOOR

was an ever-changing, many-hued panorama of masks and revellers, and all nations met in amity and brotherhood, realizing the millennium in its broadest sense. Anachronisms were plenty, too, and the most inconsistent reunions brought around. Here was Godfrey of Bouillon in complete armor waltzing with Marie Stuart, Lord Dundreary arm in arm with a Sioux chief, a British guardsman shaking hands with a ferocious Fenian, a meek-eyed nun flirting with a live Yankee, a mitred bishop exchanging jokes with a harlequin and Don Quixote attempting to emulate the pranks of a Pierrot. Such are the confused images that float through one's mind when the "sma' wee hours" give warning that it is time to go home and

THE LIEDERKRANZ MASQUE

is beginning to fade before the approach of the dawn. Of all the balls given by this distinguished society, which has won untold honors in the service of Prince Carnival, last night's stands pre eminent. For weeks it has been looked forward to with eager anticipation, and the demand for tickets was unprecedented. Having the field clear—for this is the only *bal masqué* of any account this season—the festive Liederkranzers "spread themselves" with a will, and boldly stormed the topmost heights of gorgeousness and enjoyment. At ten o'clock the ball opened with a grand procession.

THE CROWD WAS IMMENSE,

if possible exceeding the attendance at the Americus Club ball. Some of the toilets of the ladies were of a nature that would make Madame Fashion herself stare with envy and admiration. It would be impossible at this late hour (one o'clock) to single out for special description some of the magnificent dresses that meet the eye at every point, and as for the notabilities present, their name is legion. The Leiderkranz Society may well congratulate themselves on the entire success of this their last and greatest *bal masqué*.

OBITUARY.

Colonel Thomas E. Chickering.

A telegram from Boston reports that Colonel Thomas E. Chickering died suddenly in that city yesterday morning. Singularly enough, his father died from the same cause and with the same suddenness, and it is also a noteworthy fact that both gentlemen were thin men, in this respect quite the reverse of persons prone to apoplectic attacks. Colonel Chickering was a son of Jonas Chickering, founder of the celebrated firm of piano makers. He received a good education, and on leaving school entered the establishment of his father, where he learned the business of piano making. On the death of Jonas Chickering he, with his brothers, became proprietors of the extensive establishment which, under their management, won additional reputation. During the rebellion the deceased served in the Union army as colonel of a regiment of Massachusetts cavalry, and as such distinguished himself. On the termination of the war he returned to private life and devoted himself to business. Personally Colonel Chickering was much esteemed as a large-hearted, hospitable gentleman and a man of marked probity of character.

The Oldest Man in Brooklyn Gone.

The oldest male resident of Brooklyn, Mr. Henry Vaughan, died a few days ago at his residence, No. 247 Bridge street, at the extremely advanced age of 105 years. He was a native of the Emerald Isle, and came to America twenty-one years ago. General debility is recorded at the Bureau of Vital Statistics as the cause of his death.

METEOROLOGICAL RECORD.

Tuesday, Feb. 14—11:47 P. M.

WAR DEPARTMENT,
SIGNAL SERVICE, UNITED STATES ARMY.

Place of Observation.	Barometer at 32 Deg.	Thermometer in Deg.	Direction of the Wind.	Force of the Wind.	State of the Weather.
Augusta, Ga.	30.17	45	—	Calm.	Clear.
Baltimore	30.28	28	N. W.	Gentle.	Clear.
Boston	29.93	21	N.	Gentle.	Fair.
Buffalo	30.16	23	W.	Brisk.	Cloudy.
Charleston	30.41	54	S.	Calm.	Clear.
Cheyenne	29.22	26	W.	Very brisk.	Clear.
Chicago	29.98	28	S.	Very brisk	Clear.
Cincinnati	30.22	32	S. E.	Gentle.	Clear.
Cleveland	30.24	19	S. W.	Gentle.	Clear.
Corinne, Utah	29.14	37	S. W.	Gentle.	Fair.
Detroit	30.12	18	S.	Gentle.	Clear.
Duluth	30.60	14	W.	Gentle.	Fair.
Indianapolis	30.13	29	S.	Gentle.	Clear.
Knoxville	30.40	30	—	Calm.	Clear.
Lake City, Fla.	30.22	48	—	Calm.	Clear.
Milwaukee	29.95	16	S. W.	Brisk.	Cloudy.
Mobile, Ala.	30.49	49	—	Calm.	Clear.
Nashville	30.32	34	S. E.	Gentle.	Clear.
N. Orleans, La.	30.56	48	—	Calm.	Clear.
New York	30.08	26	N. W.	Gentle.	Clear.
Omaha, Neb.	30.29	54	S. E.	Gentle.	Fair.
Oswego	30.11	24	S. E.	Gentle.	Cloudy.
Philadelphia	30.18	25	—	Calm.	Clear.
Pittsburg, Pa.	30.55	27	W.	Gentle.	Clear.
Portland, Me.	30.05	20	N. E.	Gentle.	Light rain.
Rochester, N.Y.	30.23	22	W.	Gentle.	Cloudy.
San Francisco	30.22	46	S. W.	Gentle.	Fair.
Savannah	30.25	49	W.	Gentle.	Clear.
St. Louis, Mo.	29.96	38	S.	Brisk.	Cloudy.
St. Paul	29.87	32	S.	Gentle.	Fair.
Toledo, Ohio	30.19	20	—	Calm.	Clear.
Washington	30.19	18	—	Calm.	Clear.
Wilmington NC	30.29	38	N. E.	Gentle.	Clear.
Norfolk	30.24	23	N. W.	Gentle.	Clear.
New London	30.00	20	N.	Gentle.	Fair.
Mt. Washington	28.77	8	N. W.	Gentle.	Snow.

Barometer corrected for elevation and temperature.

AID FOR FRANCE.

Detail of Vessels to Carry Supplies.

WASHINGTON, Feb. 14, 1871.

The following circular was issued from the Navy Department to-day:—

In accordance with the provisions of a joint resolution of Congress the United states steamer Worcester, at Boston, and the storeship Supply, at New York, are placed at the disposal of the committees organized in these places for the purpose of sending supplies for the destitute and suffering people of France and Germany. These ships will employ all the men now at the disposal of the Department, and it is suggested that supplies for this object collected at other places be forwarded for transportation from one of the above named cities.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, Feb. 14—2 P. M.—Consols 92½ for money and the account. American securities quiet and steady. Erie, 18¾.

LONDON, Feb. 14—4:30 P. M.—Consols for money and account, 92¾. American securities quiet and steady. United States five-twenty bonds, 1862, 89½; 1865, old, 89½; 1867, 89½; forties, 87½. Eries, 19; Illinois Central, 108¾; Atlantic and Great Western, 28¾. Stocks steady.

LIVERPOOL COTTON MARKET.—LIVERPOOL, Feb. 14—11:30 A. M.—The cotton market opened quiet. Middling uplands, 7¾d. a 7¾d.; middling Orleans, 7¾d. a 8d.

LIVERPOOL, Feb. 14—4:30 P. M.—Cotton closed dull; middling uplands, 7¾d.; middling Orleans, 7¾d. Sales of the day, 10,000 bales, including 2,000 American. Cotton loading on ship named at Savannah or Charleston sold at 7¾d. for middling uplands, and cotton loading on ship named at New Orleans sold at 7¾d. for middling Orleans.

LIVERPOOL BREADSTUFFS MARKET.—LIVERPOOL, Feb. 14—10 A. M.—The market is quiet. Wheat steady. Yesterday's receipts for three days, 45,000 quarters, including 30,000 American. LIVERPOOL, Feb. 14—4:30 P. M.—Wheat, California white at 11s. 10d.

LIVERPOOL PRODUCE MARKET.—LIVERPOOL, Feb. 14—4:30 P. M.—Refined petroleum at 17½d.

LIVERPOOL PROVISION MARKET.—LIVERPOOL, Feb. 14—3 P. M.—Lard firmer at 62.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	6 55	Moon rises	morn 3 54
Sun sets	5 55	High water	ove 5 12

OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF FEBRUARY AND MARCH.

Steamers.	Sails.	Destinations.	Piers.
Ismailia	Feb 15	Glasgow	7 Bowling Green
Tarifa	Feb 15	Liverpool	15 Broadway.
Germania	Feb 15	Bremen	58 Broad street.
Anglia	Feb 18	Glasgow	7 Bowling Green
City of Brooklyn	Feb 18	Liverpool	15 Broadway.
Baltic	Feb 18	Liverpool	15 Broadway.
City of Limerick	Feb 21	Liverpool	15 Broadway.
Abyssinia	Feb 22	Glasgow	7 Bowling Green
Colorado	Feb 22	Liverpool	15 Broadway.
Algeria	Feb 25	Glasgow	7 Bowling Green
Pereire	Feb 28	Havre	55 Broadway.
Wisconsin	Mar 1	Liverpool	15 Broadway.
Tonjan	Mar 1	Glasgow	7 Bowling Green
Columbia	Mar 4	Glasgow	7 Bowling Green
Wyoming	Mar 8	Liverpool	15 Broadway.

PORT OF NEW YORK, FEBRUARY 15, 1871.

CLEARED.

Steamship Tiberinia (Ital), Ellers, Hamburg—Funkenbach & Co.
Steamship Virgo, Rankin, Savannah—Murray, Forris & Co.
Steamship James Adger, Lockwood, Charleston—H R Morgan & Co.
Steamship Regulator, Freeman, Wilmington, NC—Lorillard Steamship Co.
Steamship Isaac Bell, Blakeman, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship Hatteras, Lawrence, Norfolk—Old Dominion Steamship Co.
Steamship E C Knight, Johnson, Georgetown, DC—G B Merrick.
Steamship Glaneuse, Walden, Boston—H W Whitney.
Bark Stella (Br), Lockhart, Liverpool—D R DeWolf & Co.
Bark Eclipse, Wiley, Gibraltar for orders—J C McArthur.
Bark May Stetson, Spates, Ponce, PR—Winchester & Townsend.
Bark Mary C Dyer, Hopkins, Matanzas—Waydell & Co.
Brig M M McFarland, Hall, Bristol E—J F Whitney & Co.
Brig Stockton, Gillin, Corunna and Cadiz.
Brig La Creole (Dutch), Spalekhaver, Caracoa—Doesle & Co.
Brig Julia Blake (Br), Blake, Demarara—F W Whitney & Co.
Brig H Ingraham, Austin, Havana—J B Phillips & Sons.
Brig Charlotte, West, Cardenas—Simpson & Clapp.
Brig Nellie Husted, Maloney, Boston—Brett Bros & Co.
Schr Annie Whiting, Hutchinson, Demarara—Ed Rowe & Co.
Schr M A Fish, Fish, Havana—J E Ward & Co.
Schr Eva Adele, Eaton, Apalachicola—Snow & Richardson.
Schr E F Pradell, Williams, Baltimore—Wm Palmers.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Donati (Br), Wright, Rio Janeiro Jan 15, via Bahia 31st, with coffee, to Rank & Jessons. Had rough NE trades between lat 20 and 30, latter part of passage strong northerly winds.

Steamship Montgomery, Fairchild, Savannah Feb 11, with mdse and passengers, to H Lowden. Was detained 8 hours in a snow storm.

Steamship Champion, Lockwood, Charleston Feb 11, with mdse and passengers, to H R Morgan & Co.

Steamship John Gibson, Winters, Georgetown, DC, via Fortress Monroe, with mdse, to G B Merrick.

Bark Hatterdal (Nor), Torgersen, Rio Janeiro, 67 days, with coffee, to D Davidson—vessel to master. Crossed the Equator Jan 10, in lon 34. Had fine weather until coming on the coast.

Brig Osiris, Sprague, Messina Dec 3, passed Gibraltar Jan 2, with fruit, to Jas Rodgers & Co. Had strong westerly winds in the Mediterranean.

Schr A L Porter (of Provincetown), Sparks, Savanilla via Santa Martha 13 days, with hides, &c, to Ecth, Sos & Co. Been 8 days north of Hatteras, with head winds; lat, off Cape St Nicola Mole, spoke schr A H Brown, from Provincetown for Baracoa.

Passed Through Hell Gate.

BOUND SOUTH.

Steamer Doris, Almy, Providence for New York, with mdse to E A Daniels & Co.

Steamer O S Perry, Kelsey, Providence for New York, with mdse and passengers.

Schr S H Phillips, McDonald, Fortune Bay for New York, 14 days, with herring to master.

Schr River Queen, Robinson, Fortune Bay for New York, 13 days, with herring to Charles Shearer.

Schr Harry Blunt, Phillips, Fortune Bay, NF, via Gloucester, for New York, with herrings, to master.

Schr Energy, Martin, Fortune Bay, NF, via Gloucester, for New York, 15 days, with herring to Charles Shearer.

Schr Rattler, Pentecost, Fortune Bay via Gloucester, for New York, 12 days, with herring to Andrew Leighton.

Schr Trabigenda, Fortune Bay via Gloucester for New York, 12 days, with herring to master.

Schr Wildfire, Bearse, Fortune Bay via Gloucester 13 days, New York, with herring to master.

Schr Chas C Pettengill, McKenny, Fortune Bay, NF, for New York, 14 days, with herring to Charles Shearer.

Schr Sarah Jane, Washington, Newfoundland for New York.

Schr Antelope (Br), Baker, Cornwallis, NS, for New York, 13 days, with potatoes to H J DeWolf & Co.

Schr A B Baxter (Br), Sullivan, Cornwallis, NS, for New York, 30 days, with potatoes to A & W E Durrya—vessel to Crandall, Sedgwick & Co.

Schr Modesty, Weaver, Fall River for New York.

BOUND EAST.

Steamer Thetis, New York for Providence, with mdse and passengers.

The steamer Thetis and several other Eastern bound steamers are at Anchor off Hammond's Flats, being unable to proceed on account of the heavy snow storm.

SAILED.

Steamships Thuringia, Hamburg; Jas Adger, Charleston; Regulator, Wilmington, NC; Isaac Bell, Richmond; Hatteras, Norfolk; E C Knight, Georgetown, DC.

Shipping Notes.

The flow of ice down the North river has become so great and the bergs so heavy that much of the shipping there is in danger of being injured. Barges, lighters and canal boats in great numbers have been seriously damaged by collision with the ice and with each other. All shipping, in fact, exposed to collision with the floating masses, suffer materially, and the total amount of damage already done will amount to a large sum.

A mammoth fog whistle, which has been completed at Portland, Me, for the Lighthouse Department, is the largest ever manufactured in the United States, and probably in the world. It is an 18-inch whistle, weighs 450 pounds, or thereabouts, and will require a steam boiler of 50 horse power to furnish sufficient steam to blow it.

Pier No 2 East river is now in a state of thorough repair.

There are seven steamship subsidizing schemes now before Congress, the annual sum to satisfy which amounts to the insignificantly modest figure of $4,620,000. One of the bills asks to be insured in the business 10 years, four for 15 years, one for 20 years, and the remaining one for 30 years. The total amount for the whole period foots up $87,500,000. This is pretty steep, and in view of the generally accepted fact that every one of the bills will be pitched under the table it may be asked if their originators have not acted injudiciously in overwhelming Congress with such an avalanche at one time.

Marine Disasters.

STEAMSHIP WEYBOSSET, from New York for New Orleans, has been towed to the Southwest Pass by the steamer Mexican. The Weybosset lost her propeller, off Tortugas, on the 10th.

STEAMSHIP JUNIATA, Hoyle, from New Orleans for Philadelphia, in entering the harbor of Havana 5th inst disabled her engine, which would cause detention, and it was thought she might have to be towed to her destination.

STEAMSHIP SARAGOSSA, at Savannah from Baltimore, on the 12th inst, off Cape Lookout, experienced heavy weather and lost mainmast, rigging and sails, and one man, named Charles Anderson.

STEAMER J B SCHUYLER recently had her wheelhouse injured, carried away several stanchions and received other slight damage by coming into collision with schooner Caroline Klenzie, in Bridgeport harbor.

SHIP RESEARCH—City Icehoat No 1 went down to the ship Research 14th inst with three lighters, into which a part of the ship's cargo will be discharged. The Icehoat brought up three lighters to Greenwich Point with 3,000 barrels petroleum.

BARK FANNIE of Rockland, Hinckley, from Rotterdam for Boston, which put into Portland several weeks since leaking, has been completely repaired. Part of her cargo was sent to Boston by rail, and the remainder has been reshipped by the Fannie, which put to sea 11th inst, but returned again and anchored in the Roads same day.

BRIG ANTILLES (of Portland), from Port au Prince for Boston, arrived at Provincetown 9th inst with two men badly frozen and requiring medical aid. The brig picked up in the bay a small boy, about 7 years old, adrift in a little boat, whose name had not been ascertained at last accounts. Had on board as passenger the master of a shipwrecked bark.

SCHR CARRIE, from New York for Brazos, which put into Norfolk leaking badly, reports 8 feet strokes to free her forward; letting water in her hold for one hour; the mainsail was split, flying jib and gaff topsails lost, and the hull very much strained. Her cargo has been landed, and the vessel will be hauled out to examine her bottom, as the leak is under her metal.

SCHR J F CHANDLER (Br), from New York for St Johns, NF, which put into Halifax, and sailed for destination 8th inst, put back 9th (for what cause not stated).

SCHR REDWOOD, at Halifax 9th inst from New York, shifted cargo, strained hull and lost jibboom on the passage.

SCHR VENILIA (of Cagliari), Sheppard, from Belfast for Washington, DC (before reported), which was run into at Holmes' Hole by schr Tasso, of St John, NB, was towed into New Bedford 12th by revenue steamer Mahoning, where she will repair.

SCHR OLIVER SPEIRMAN, before reported ashore on Saybrook bar, is from Port Johnson for New London, with coal.

SCHR TOLO, Josselyn, while working out of Casper Creek, on the 1st inst., went ashore and became a total loss. The crew were all saved, but two of the mill hands were drowned while trying to rescue them.

SCHR ENOS BRIGGS, Robbins, from Providence for Deal's Island, Va, which has been in the ice of Sabin's Point since the 10th inst, was got off on Monday morning and proceeded.

SCHR MARY ANNA—The Nantucket Mirror of Saturday gives the following particulars of the loss of schr Mary Anna, not Mariana, for Hampton, Va, before reported lost on Nantucket bar:—On Sunday morning last a schr was discovered in a most perilous position near the Inner Bar, apparently sunk, and with a flag of distress flying. It had been blowing a fierce gale through the day and night previous, with the