THE NEW DOMINION.

The San Juan Boundary and the Emperor of Germany.

Sir Alexander Galt and Sir John A. Macdonald Discussing the Treaty of Washington—Peace Necessary to the English-Speaking Nations—A Check to Russia.

OTTAWA, Canada, May 11, 1872.

Sir A. T. Galt, in the House last night, asked whether the government had taken any steps to have the claims and interests of the Dominion specially represented in the reference to the Emperor of Germany of the question of the San Juan boundary?

Sir John A. Macdonald replied that Her Majesty's government had communicated with the Canadian government on the subject, desiring to get all the information that was in their possession in order to make up a case to be presented to the arbitrator. The Canadian government consequently communicated with the provincial government of British Columbia, and an elaborate statement had been prepared, under the charge of the Lieutenant Governor and Attorney General, from a British Columbian and Canadian point of view. This statement had been sent home to England in time to be incorporated with the case, and, in order to prevent any delay in obtaining further information, the government of British Columbia had been placed in direct communication with the Foreign Office. No special agent had been appointed on behalf of the Canadian government to argue the subject before the arbitrator.

THE WASHINGTON TREATY.

The debate on the Treaty of Washington being resumed, Mr. Mills said he did not believe peace would be endangered if the treaty were destroyed. On the contrary, he believed friendship with England was necessary to the United States as a check to Russian ambition in the Pacific, with Japan as its base of action.

Sir A. T. Galt was the principal speaker of the evening. He argued from the independence of Canada standpoint, and said that it was a most essential position of Great Britain in the controversy that she should not be weakened by the refusal of Canada, to give consent to that portion of the treaty submitted to her. He, therefore, believed that although it might be imprudent to lay documental evidence on the table of the House) the imperial government had put upon the Canadian Ministry a pressure they could not resist. The alternative of compliance or separation from the parent country had been presented, and—shrinking from accepting the latter—the Canadian government had consented to take the course now under discussion.

Sir Alexander then went on to argue that peace with the United States is a necessity to Great Britain. He disapproved of many of the clauses of the treaty, and believed that every concession to the United States was a step towards annexation. He favored the independence of Canada, which, in his opinion, would be the means of preventing annexation. The position of the Dominion he held to be one of weakness to the empire. He was prepared to show his loyalty by withdrawing that cause of weakness. So long as Canada was a member of the empire he held that she must accept the imperial policy. He further believed that peace would be endangered if the treaty was rejected, and, therefore, in loyalty to the empire, he should accept the treaty. He argued that Great Britain was bound, if we desired, to give notice of the termination of the treaty at the end of ten years, and if at the end of that time we were not able to take a position of independence, we must be content to be subject to the consequences of our feebleness.

Sir John A. Macdonald begged to state most distinctly that no threat or pressure of any kind, direct or indirect, had been used by the imperial government in relation to the treaty, and called attention to the Queen's speech, which showed that Canada had exercised a free and unrestricted choice in the matter. He disclaimed all responsibility on the part of the government for the utterance of a gentleman who was not a member of the administration.

The debate will be resumed on Monday, and a division taken on Tuesday.

NOVA SCOTIA.

Another Murder—A Man at Astor Ponds Assassinates an Old Friend—The New Prince Edward's Island Tariff.

HALIFAX, N. S., May 11, 1872.

A man named Daniel MacDonald, who lives at Astor Ponds, murdered an old friend named Conner, on Friday last. The murder took place in MacDonald's house. He appears to have been delirious, having threatened his wife and children, who, in consequence, were obliged to flee from the house. He stabbed Conner six times, from the effects of which he died almost instantly. MacDonald has been arrested.

The French steamer Kearau arrived here from St. Pierre at noon to-day, bringing the Governor of that place.

Through the intervention of the American Consul the men engaged in the alleged mutiny on the E. C. Littlefield have been liberated, the captain having been proved wholly in the wrong.

The new Prince Edward's Island tariff will increase the customs and excise duties on spirits, and repeals those on flour, corn meal, rye meal and firebricks.

THE NATIONAL GAME.

A Championship Match Between the Baltimore Nine and the Haymakers of Troy—A Splendid Game—Victory for Maryland.

BALTIMORE, May 11, 1872.

A magnificent game of base ball was played this afternoon at Newington Park, between the Haymakers of Troy and the Baltimores. The latter club, by their performance this evening, have in a measure atoned for the recent defeats they have suffered here and elsewhere. The fielding of the Baltimores was almost perfect. With the exception of some wild throwing by Fisher at third base absolutely no mistakes were made, and their batting was superb. The score stood at the end of the ninth inning eight to one in favor of the Baltimores.

In the first innings the Baltimores made one run, and in the second four. Martin was then substituted for Zutlein as pitcher by the Trojans, and for a while his balls were a puzzle to the Baltimore boys. On the eighth innings, however, they grew familiar with his slow style of pitching, and made three runs.

The Haymakers were utterly unable to bat Matthews' balls, and made but a single run, which was in the fifth inning.

About three thousand persons were assembled within the inclosure to witness the game, and much enthusiasm was manifested. The backers of the Baltimores were very agreeably disappointed at the result. A large amount of money changed hands, as odds were freely offered and taken on the Troy Club. Mr. Theodore Boneister, of the Athletics, acted as umpire, and gave universal satisfaction by his impartiality and prompt and admirable decisions.

THE SCORE.

The score is as follows:—

Clubs.	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	
Baltimores	1	4	0	0	0	0	0	3	0	—8
Haymakers	0	0	0	0	1	0	0	0	0	—1

Match Between the Red Stockings, of Boston, and the Mutuals, of New York—Defeat of the New Yorkers.

BOSTON, May 11, 1872.

The champion base ball game to-day between the Mutuals, of New York, and the Red Stockings, of this city, took place on the Boston club's grounds, and drew about four thousand spectators. The playing, according to experts, was the best ever witnessed here, both parties deserving and receiving much applause. As will be seen by the list of the runs scored, there was room for much excitement and anxiety from first to last, and those who made bets were very much puzzled as to how they should invest. The Mutuals first went to the bat, but were Chicagoed in the first four inning. The Bostons gained one run in the third innings and the Mutuals two in the fifth. Up to the ninth inning the Bostons had only tallied one and things looked blue for them; but they went in on the final attempt and scored three, closing the game with two runs ahead.

RUNS SCORED.

Clubs.	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	
Boston	0	0	1	0	0	0	0	0	3	—4
Mutual	0	0	0	0	2	0	0	0	0	—2

The Red Stockings earned three of their runs and the Mutuals both of theirs. The Reds made two first bases through errors and the Mutuals three. The Bostons made one double play and the Mutuals none.

The game lasted an hour and forty-five minutes. Moses Chandler was the umpire.

The Red Stockings and the Troy Club play a champion game next Saturday, here.

A DEN OF LIONS UPSET.

A Serious Accident—Threatened Escape of the Monarchs of the Forest.

FREEHOLD, N. J., May 11, 1872.

While Kleckner & Kelly's circus and menagerie was on parade here to-day the six horses that were drawing a den of lions took fright at a locomotive and ran away. The driver was bringing the horses under control when, in turning a sharp corner, the den was upset and he narrowly escaped being crushed. The cage was so much broken that it cannot be moved without fear of liberating the lions. Another den has been sent for.

OBITUARY.

Thomas Buchanan Read.

Thomas Buchanan Read, the American painter-poet, died at the Astor House, in this city, about eleven o'clock last night. He was carried off by an attack of pleuro-pneumonia, in the fifty-first year of his age. Since his arrival from Italy, a week since, he has been lying prostrate by illness, the severity of the disease being still further aggravated by the lingering effects of the Roman fever from which he suffered in the Holy City. He left Rome a month since, and while crossing the Atlantic was prostrated, and has been steadily growing worse to the final moment of his decease. For several days his condition was critical, and on Tuesday night (7th inst.) a change for the better was observed by the physicians, but at an early hour Wednesday evening a change for the worse took place and the patient continued to sink to dissolution.

Thomas Buchanan Read was born in the county of Chester, Pennsylvania, on the 12th of March, in the year 1822. The death of his father caused a separation of the family, and at an early age young Read went to the Western country. Here, at different times, he travelled very extensively, and obtained that familiarity with nature which enabled him in after years to reproduce her features in songs that have won the admiration of lovers of true poetry on both sides of the Atlantic. In 1839 we find him an art student in the *atelier* of Clevenger, the sculptor, at Cincinnati, where his fondness and aptitude for art were first developed. His earliest productions in painting, for that was the branch which his taste led him to cultivate, were full of the fairest promise, and attracted the attention of many connoisseurs in art, and procured him orders for portraits from many eminent men; among others the late President Harrison. Making his way to the Atlantic seaboard, with some specimens of his professional skill, after a few months' sojourn in New York, in 1841, he removed to Boston and opened a studio in that city. His fine coloring and drawing of the head soon attracted attention to his pictures, and sitters whose patronage was indeed worth having engaged his time and employed his pencil. Among the artists whose favorable opinion and valuable counsel he secured, was Washington Allston, then drawing near the end of a life too early closed. An ideal head of "Genevieve," well remembered by our art-loving citizens, was one of the productions of this period, and here, in 1842, Reade made his first attempt at poetical composition. They were short lyrics, and first published in the Boston *Courier* in 1843. He continued his contributions in 1844. Most of these pieces were afterwards collected in an edition of his poems published in this city in 1847, and are still popular favorites. Mr. Read drew his earliest inspiration from familiar themes and incidents. Pastoral landscapes, little wayside dramas, the song of a street singer, a summer shower, objects that the unthinking world pass by as trivialities, afforded him inspiration, and were transmuted into music that still finds an echo in our hearts. In 1846 Mr. Read removed to Philadelphia, and attained some of his finest triumphs, as an artist and writer, in the municipal centre of Pennsylvania. He brought out his "Lays and Ballads" in Philadelphia in the year 1848, and published "The New Pastoral" in the same city in 1855. The "House by the Sea" appeared in 1856. This was followed by other poems and songs at intervals, and by contributions of acknowledged worth and utility to the magazines. He passed a year in Florence, 1850-51; again visited Italy in 1853 and subsequent years. During the past few years he has resided chiefly in Philadelphia and Cincinnati. Among his best known literary productions are "Sheridan's Ride," "The Female Poets of America," "The Pilgrims of the Great St. Bernard," "The New Pastoral," "The Stayed Curse," "The Blessed Dead," and "Hero and Leander."

If we have as a nation reason to feel a pride in the success of Hiram Powers as a sculptor, T. Buchanan Read has a claim upon our sympathies hardly less honorable. A young man, even at the moment of his decease, he rose to an eminent position in our literature, and American art, song and national inspiration owe to his fine fancy and facile pencil some of their truest offerings and most original works; for had he never produced a writing except his grand war song entitled "Sheridan's Ride," it would have been enough to immortalize his name as a patriot in the same degree as it warmed the heart of the civilized world to a sentient appreciation of true liberty and manhood.

THE SHIFTLESS STREETS.

The Board of Health and the Dirty City Thoroughfares—The Oft-Suggested Reform.

A reader thinks—as most other sensible persons think—that the matter of cleaning and repairing the streets should be placed under the control of the Health Board, and that for its proper performance they should be held responsible.

DANGER OF DISEASE FROM THE NEGLECTED PAVEMENTS.

TO THE EDITOR OF THE HERALD:—

Please accept the thanks of one of your many readers for your so forcibly depicting the condition of our streets. Even Broadway, the principal street in the city, is not exempt from neglect. Why not have all works where the cleanliness and health of the city are concerned placed under the charge of the Board of Health, such as cleaning the streets and repairing them whenever there is a place that needs it, especially at this season, when the pavement becomes warped and full of holes by reason of the frost going out of the ground? The sewers should be kept free and clean. Let these be placed in charge of the Board, with the work which they already have to perform; give them full power to act, and then hold them responsible for its proper fulfilment. Make the salaries of the Board large enough that the best men may be willing to give their time and attention fully to the work. I think the Board, situated as they are at present, have done what they could under the circumstances; but they have to depend a great deal on the actions of other departments, thereby retarding the efficiency of their work, which I think, is wrong, where the health, aye—the lives—of the citizens of this great metropolis are concerned.

MAY 10, 1872. A READER.

FIRES IN NEW JERSEY.

Fred. Lowe's pottery works, about a mile from Bordentown, were destroyed by fire on Friday night. The loss is about seven thousand dollars, on which there is no insurance.

A fire broke out in Englishtown yesterday and destroyed an undertaker's shop and four small houses. Loss about three thousand dollars.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	4 46	Moon sets	eve 11 58
Sun sets	7 07	High water	morn — —

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTH OF MAY.

Steamers.	Sails.	Destination.	Office.
Hansa	May 14	Bremen	2 Bowling Green
Idaho	May 15	Liverpool	29 Broadway.
City of Bristol	May 16	Liverpool	15 Broadway.
Republic	May 18	Liverpool	19 Broadway.
Ville de Paris	May 18	Havre	58 Broadway.
India	May 18	Glasgow	7 Bowling Green
City of Montreal	May 18	Liverpool	15 Broadway.
Deutschland	May 18	Bremen	2 Bowling Green
Oceanic	May 25	Liverpool	19 Broadway.
Trinacria	May 25	Glasgow	7 Bowling Green

PORT OF NEW YORK, MAY 11, 1872.

CLEARED.

Steamship Canada (Br), Webster, Liverpool via Queenstown—F W J Hurst.
Steamship Rhein (NG), Meyer, Bremen via Southampton—Oelrichs & Co.
Steamship Cleopatra, Phillips, Havana—F Alexandre & Sons.
Steamship San Francisco, Reynolds, Hamilton, Ber—W H Webb.
Steamship G W Clyde, Cole, Galveston via Key West—C H Mallory & Co.
Steamship Emily B Souder, Burdick, New Orleans—Fred Baker.
Steamship St Louis, Whitehead, New Orleans—H B Cromwell & Co.
Steamship Ashland, Moore, Fernandina—Jas Hand.
Steamship Gen Barnes, Mallory, Savannah—Livingston, Fox & Co.
Steamship Manhattan, Woodhull, Charleston—H R Morgan & Co.
Steamship Benefactor, Jones, Wilmington, NC—Lorillard Steamship Co.
Steamship Old Dominion, Bourne, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship E C Knight, Johnson, Georgetown, DC—G B Merrick.
Steamship Fanita, Doane, Philadelphia—Lorillard Steamship Co.
Steamship Zodiac, Chapin, Salem—Murray, Ferris & Co.
Steamship Neptune, Baker, Boston—H F Dimock.
Ship Naturalist (Br), Gregory, Liverpool—E E Morgan's Sons.
Ship Cornelius Grinnell, Griffin, London—Grinnell, Minturn & Co.
Ship Wild Hunter, Howatt, St John, NB—Boyd & Hincken.
Bark R B Mullhall (Br), McLeod, Liverpool—Boyd & Hincken.
Bark Jenny (Rus), Suellman, Bristol, E—E E Morgan's Sons.
Bark Adjutor (Nor), Einersen, Queenstown or Falmouth for orders—Tetens & Bockmann.
Bark Frey (Nor), Halversen, Hamburg—C Tobias & Co.
Bark Arbe (Br), Varey, Rotterdam—Funch, Edye & Co.
Bark Halfden (Nor), Knudsen, Copenhagen—Funch, Edye & Co.
Bark Prindsesse Alexandra, Verdon, St Croix—Roche Bros & Co.
Bark Vesta (Br), Bent, Cow Bay—Heney & Parker.
Bark Newcastle (Br), Wilkins, St John, NB—Crandall, Berteaux & Co.
Bark Florence Baker (Br), Churchill, Fernandina—Boyd & Hincken.
Brig Gustav Dising (NG), Basch, Cork for orders—Funch, Edye & Co.
Brig Electric, Meyer, Cork for orders via Wilmington—Funch, Edye & Co.
Brig Wesley A Seymour (Br), Southergren, Aspinwall—J F Whitney & Co.
Brig Stephen Bishop, Russell, Ponce, PR—Walsh, Field & Way.
Brig Chas A Hoard, Messenger, St Johns, PR—W T Woodruff.
Brig Jeremiah, Ford, Matanzas—[illegible] Buck & Co.
Brig Susan Bergen, Tuthill, Manzanillo—[illegible] Wenberg.
Brig [illegible]nlius (Br), Nichols, Guantanamo—Wayden & Co.
Brig [illegible], St Johns, NF—H J De Wolf & Co.
Brig Como (Br), Wilm[illegible], Alexandria, Va—B W Loud & Co.
Brig W H Bickmore, Bickmore, [illegible]
Brig Nellie Ware, Ashbury, Machias—Moss & Ward.
Schr Mary S Lunt (Br), Simmons, Granada—B J Wenberg.
Schr Edith May, Gross, St Jago—J E Ward & Co.
Schr Robert Bryson, Sawyer, Baracoa—B J Wenberg.
Schr Martha A (Br), Thomas, St John, NB—Heney & Parker.
Schr Hannah Little, Crawford, Jacksonville—Evans, Ball & Co.
Schr Susan Wright, Mount, Georgetown, SC—Dollner, Potter & Co.
Schr Carrie S Webb, Brewster, Georgetown, SC—Bentley, Miller & Co.
Schr Ben, Davis, Wilmington, NC—E S Powell.
Schr Annie Borland, Voorhis, Richmond—Van Brunt & Bro.
Schr Allie Oakes, Pillsbury, Portland—Candia & Pressey.
Schr Scio, Smith, Boston—Jas Murray & Co.
Schr Anna Frye, Smith, Boston—Jas Murray & Co.
Schr Mary Isabel, Saunders, New Haven—Rackett & Bro.
Sloop Harvest, Corwin, Providence—H W Jackson & Co.
Sloop Mary E Bayles, Hawkins, Providence—H W Jackson & Co.
Sloop Meteor, Spencer, Hartford.
Steamer Beverly, Pierce, Philadelphia.
Steamer S F Phelps, Brune, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship India (Br), Munro, Glasgow April 27 and Moville 28th, with mdse and 626 passengers, to Henderson Bros.
Steamship City of Merida, Deaken, Vera Cruz April 29, Progreso May 3 and Havana 7th, at 2 PM, with mdse and 70 passengers, to F Alexandre & Sons. May 10, at 8:25 AM, spoke US schooship Mercury, bound north.
Steamship Gen Sedgwick, Ellis, New Orleans April 30 and Havana May 5, with mdse and passengers, to C H Mallory & Co. Had strong NE winds and heavy seas the first thirty hours; since then light variable winds and thick weather.
Steamship George Washington, Gager, New Orleans May 4, with mdse and passengers, to H B Cromwell & Co. 7th inst, off Carysfort Reef, passed schr Fanny Reading, bound north; 8th, lat 29 15, lon 79 50, bark Maggie M (Br), from Matanzas for New York.
Steamship Leo, Dearborn, Savannah May 8, with mdse and passengers, to Murray, Ferris & Co.
Steamship Spotn Carolina, Beckett, Charleston May 8, with mdse and passengers, to H R Morgan & Co.
Steamship Ellen S Terry, Salyear, Newbern, NC, with mdse and passengers, to Murray, Ferris & Co.
Ship Chesan (Br) Roy, Pensacola Jan 5, with teas, to C L Wright & Co. passed Angier, Feb 3. Feb 21, lat 13.10, lon 103.42 D, experienced a severe hurricane from W to S W, lasting 5 days; sustained no damage; passed the Cape of Good Hope March 20, St. Helena March 31, crossed the Equator April 16, in lon 29 W; had light S E trades with fine weather.
Ship Cynosure (Br), Oram, Liverpool March 23, with mdse to Tawscott Bros & Co. Had strong gales to the Banks, and have been 17 days west of them; 24 inst, lat 40 59, lon 67 38, took a pilot.
Ship City of Brooklyn, Cousins, Liverpool Feb 6, via Mobile, 16 days, with salt to Nesmith Sons. Had moderate weather.
Ship Geologist (Br), Cooper, London 38 days, with mdse, to Thomas Dunham's Nephew & Co. Took the Northern Passage and had fine weather to lon 55; from thence 17 days, with fresh westerly winds.
Ship Benvenue (Br), Martin, London, 24 days, with mdse and 3 passengers to Henderson Bros. Had fresh northerly winds to the Banks; from thence 14 days, with variable weather. April 28, lat 41 30 N, lon 52, had a heavy gale from NW, lasting 48 hours; received no damage.
Ship Magdalena (NG), Henke, Bremen 35 days, with mdse and 568 passengers, to C Luling & Co. Took the northern passage, and had fine weather; has been 14 days W of the Banks; had 7 deaths among the passengers, 5 children and 2 adults.
Bark Lizzie Iredale (Br), Agnew, Yokaham, Jan 1, with teas to G F Bulley. Jan 16, in the Java Sea, John Murray, seaman, a native of Limerick, aged 24 years, fell from the foretopsail yard overboard and was drowned; passed Anjin Jan 31, Cape of Good Hope Feb 26, St Helena March 17, and crossed the equator March 30 in lon 23 W; had light winds and calms up to Bermuda, from thence 10 days, with NW winds; Feb 13, lat 24 8, lon 82 E, spoke ship Dinapore (Br), from Liverpool for Calcutta; March 3, lat 34 8, lon 28 E, bark Rancagua (Br), from Coringo Bay for Liverpool; March 17, lat 27 8, lon 8 E, bark Philadelphia (Br), from Maulmein for Queenstown; 11th, lat 25 36 S, lon 5 43 E, ship Daphne (Br), from Calcutta for London; 16th, off St Helena, ship Kingruns Castle (Br), from Singapore for Liverpool; 29th, lat 1 22 S, lon 24 45 W, bark Red Cross Knight (Br), from Swansea for Cognimbo; April 2, lat 1 30 S, lon 24 W, ship Vincent (Br), from Adelaide for London; 24th, lat 24 15 N, lon 57 45 W, schr Lothair, from St John, NB, for Trinidad; April 28, lat 28 N, lon 62 W, bark Wild Hunter (Br), from Liverpool for Richmond, Va, 40 days out.
Bark Clementia (Br), Harding, Amoy Jan 8, with teas to Fabbri & Chancey—vessel to Geo S Bulley. Passed Angier Jan 20, Cape of Good Hope Feb 25, St Helena March 12, Ascension March 17, and crossed the Equator March 31, in lon 18. Had light NE trades and a strong SE current; has been 8 days north of Hatteras, with fresh NE winds.
Bark Rosa B (Ital), Barbagaleta, Liverpool 56 days, with salt, to Woodruff & Robinson—vessel to Stoconich & Co. Took the southern passage and had fine weather to Bermuda; from thence 10 days, with strong northerly winds.
Bark Jane Young (Br), Perry, Liverpool, 42 days, with mdse, to S W Elwell & Co. Took the northern passage; first part rough weather, latter part moderate; has been 18 days west of the Banks.
Bark Maria Giuseppe (Ital), Rae, London, 54 days, with mdse, to A P Agresta. Took the northern passage and had strong westerly winds.
Bark Pedrigo Lo Sueva (Ital), Grossi, Newcastle, 60 days, with mdse, to Slocovich & Co. Took the middle passage and had fine weather; has been 15 days west of the Banks.
Bark Erna (Nor), Baarsrud, Swansea, 39 days, with railway iron to order; vessel to Tetens & Bockmann. Took the northern passage and had fine weather; has been 19 days W of the Banks. April 11, lat 49 50, lon 25 40, spoke bark Calliope, from Liverpool for New York, 10 days out, 21st, lat 45 49, lon 46 30, bark Elgin (Br), from Liverpool for Halifax, 9 days out.
Bark Eulalia (Swed), Westerlon, Newcastle 60 days, with mdse to H & F W Meyer. Took the southern passage and had fine weather; has been 8 days west of Bermuda.
Bark Christel (NG), Bokelmann, Bremen, 34 days, with mdse and 370 passengers; to H Koop & Co. Took the northern passage and had fine weather to the Banks; from thence 14 days, with westerly winds. April 28, lat 42, lon 54, experienced a severe gale from NW, lasting 3 days; sustained no damage; had 2 births and 4 deaths (children) on the passage.
Bark America (NG), Koper, Rotterdam 34 days, with mdse to Funch, Edye & Co; vessel to Unkart & Co. Took the northern passage and had fine weather; has been 19 days west of the Banks.
Bark Smyrniote (of Boston), Mayo, Smyrna 54 days, with mdse, to Rustell, Howes & Co. Passed Gibraltar April 8; came the northern passage, and had strong northerly winds; been 15 days W of the Banks.
Bark Duke of Richmond (Br), Geddes, Messina 56 days, with fruit, to Frederick Robinson; vessel to G F Bulley; passed Gibraltar April 7; took the middle passage and had strong NW winds.
Bark Galeon (Br), Crowley, Matanzas, 11 days, with melado, to F O Mathiessen & Wiechers—vessel to master. Had fine weather; 9th inst, off Hatteras, spoke schr Early Bird, hence for Mosquito Inlet, Fla.
Brig Nornen (Nor), Mathieson, Santos 60 days, with coffee to Calabardo & Bros—vessel to master. Crossed the equator April 4, in lon 31 32. Had fine weather. Has been 8 days north of Hatteras.
Schr Ella Hodsdon (of Bangor), Nickerson, St Pierre, Mart, Feb 9, via St Thomas, 13 days, with sugar to H. Trowbridge's Sons—vessel to Miller & Haughton. Had fine weather. May 5, lat 30 32, lon 75 10, spoke schr White Wing, from Providence for Harbor Island.
Brig Criterion (Br), Dant, Mazaguez, PR, 14 days, with sugar and molasses to Nadal & Cubes—vessel to S F Merchant & Co. Had fine weather.
Schr A B Dyer (of Provincetown), Cummings, Baracoa, 12 days, with fruit to J E S Pearsall—vessel to B J Wenberg. Had moderate weather.
Schr Palma, Rankin, Savannah 8 days, with lumber to Bentley, Miller & Co. Is bound to Bridgeport.
Schr Carrie Heyer, Poland, Charleston 4 days, with lumber, for New Haven.
Schr F J Ruth, Bradshaw, Virginia.
Schr N M Snow, Snow, Virginia.
Schr John Fozsytu, Decker, Virginia.
Schr Alethea, Darby, Virginia.
Schr Elizabeth White, Deacon, Virginia.
Schr H J Raymond, Cranmer, Virginia.
Schr J & D Cranmer, Matthews, Virginia.
Schr A P Avery, Ryan, Georgetown, DC, for New Haven.
Schr M E Graham, Morris, Philadelphia for Boston.
Schr St Elmo, Davis, Philadelphia for Bangor.
Schr Raven's Wing, York, Philadelphia for Salem.

Passed Through Hell Gate.

BOUND SOUTH.

Bark Stag (Br), Wilson, Marseilles March 8 for New York, with mdse to Oelrichs & Co; vessel to J F Whitney & Co. Passed Gibraltar April 8.
Brig Abel, —— for New York.
Schr Kent, Young, New Haven for Rondout.
Schr Charles Heath, Coady, Machias for New York, with spiles to Snow & Richardson.
Schr Louisa Walsh, Booth, Calais for New York, with lumber to order.
Schr John D Daly, Long, Dix Island for New York, with stone to John Dix & Co.
Schr Sarah, Providence for New York.
Schr Congress, York, Jonesport for Elizabethport, with lumber to master.
Schr Island City, Smith, Gloucester for New York, with fish to order.
Schr G L Dabolt, Brackett, —— for New York, with fish to H G Rogers.
Schr Elvira, Randolph, Fall River for New York.
Schr Henry May, Sackett, Providence for Rondout.
Schr Tanta, Robinson, Oyster Bay for New York.
Schr Grace Irwin, Stanley, —— for New York.
Schr Belle, Simpson, Portland for Hoboken.
Schr Cynthia Jane, Gardiner, Providence for New York.
Schr Mary Jane Mead, Marshall, Taunton for New York.
Schr Niagara, Burton, Norwich for New York.
Schr Eva, Sherman, Norwich for New York.
Schr Wm Cuffee, Allen, New London for New York.
Schr J Burley, Reilly, Providence for New York.
Schr Addie G Bogart, Stubbs, Portland for New York.
Schr Josephine, Chase, Dennis for New York.
Schr Wm Young, Munson, Port Jefferson for New York.
Schr Geo Washington, Peck, Stamford for New York.
Schr Evelyn, Burger, Stamford for New York.
Schr Hero, Kelly, Salem for New York.
Schr James Potter, Everett, Fall River for Elizabethport.
Schr E R Heaton, Boston for Philadelphia.
Schr H T Ely, Snow, Providence for New York.
Schr Sarah Benice, Boston for New York.
Schr T Miflian, Warren for New York.
Schr Ann Eliza, Hamilton, Fall River for New York.
Schr Hannah Lewis, Kirk, East Greenwich for New York.
Schr J F Clark, Smith, Fairhaven for Philadelphia.
Schr Excelsior, Lightburn, Cold Spring for New York.
Schr James Bayles, Arnold, Providence for New York.
Schr Eliza Jane, Salem for New York.
Schr W O Irish, Tirrell, Providence for New York.
Schr Avail, Smith, Providence for New York.
Schr Peerless, Smith, Fall River for New York.
Schr Fashion, Carboy, New Haven for New York.
Schr Francis Anthemus, Mitchell, Machias for New York, with spiles to Snow & Richardson.
Schr Intia, Fall River for New York.
Schr Alice Scranton, Steward, Boston for New York.
Schr Only Daughter, Trimble, Providence for New York.
Schr Joseph Hall, Tadford, Portland for New York.
Schr Franklin Pierce, Hodgson, Providence for Hoboken.
Schr Lizzie A Bennett, Craig, Portland for Philadelphia.
Schr John Breavel, Squire, Fall River for New York.
Schr Louisa Francis, Kilburns, New Bedford for New York, with shingles to order.
Schr Katie Hoyt, Arnold, New Haven for Baltimore.
Schr Ella E Crowell, Newman, East Greenwich for Hoboken.
Schr J A Bartlett, Perry, Somerset for New York.
Schr Vapor, Bogart, Providence for New York.
Schr White Rock, Jones, Fall River for New York.
Schr Senator, Graham, Dighton for New York.
Schr Wm Babcock Providence for New York.
Schr Moses Eddy, Belfast for New York.
Schr Casper Love, Love, Fall River for New York.
Schr Nathaniel Holmes, Northrup, Providence for New York.
Schr E Calster, Saddler, Pawtucket for New York.
Schr Evergreen, Tuss, Providence for Rondout.
Schr Hannibal, Pendleton, Fall River for New York.
Schr Wm Bicking, Thompson, Boston for Philadelphia.
Schr Montezuma, Bulger, Providence for New York, lumber, to John Boyanton & Co.
Schr Tillie E, Smith, Dighton for New York.
Schr Justina, Pendigoe, Fall River for New York.
Schr Kate Scranton, Palmer, Providence for New York.
Schr Louisa, Baker, Providence for New York.
Schr Orlando Smith, Ferris, Portchester for Elizabethport.
Schr [illegible] M Perry, Lepace, New Haven for New York.
Schr [illegible], Kelly, Boston for Jersey City.
Schr B F Wiley, [illegible]well, Hartford for New York.
Schr Kate McLean, [illegible] Portsmouth for New York.
Schr [illegible], Grogan, [illegible] for New York.
Schr Pell S C Yo[illegible], Allen, Hartford for New York.
Schr S Tilen, Pratt, Ha[illegible] for New York.
Schr Charles H Grainer, Hauz, Providence for New York.
Schr Louis Cass, Mackon, New Haven for New Brunswick.
Schr Mingas, Heany, Providence for New York.
Schr Maggie Cummings, Smith, Cohasett for Philadelphia.
Schr David Streaker, Streaker, New Haven for South.
Schr Ann Doyle, Mott, Cold Spring for the South.
Schr Boston, Ball, Boston for Hudson.
Schr Maria Louisa, Knowles, Wareham for New York.
Schr Minerva, Blackman, New Haven for ——.
Schr Agnes Brown, Hill, Somerset for New York.
Schr John S Miller, Sprague, New Haven for New York.
Schr Charles W Bentley, Nicker, Providence for New York.
Schr Daniel Webster, Morrill, Providence for New York.
Schr Ella Samis, Warrington for New York.
Schr Modesty, Weaver, Boston for Rondout.
Schr Copia, West, Fall River for New York.
Schr Ella Barnes, Arnold, Providence for New York.
Schr Baltimore, Francis, Portland for New York, with stone, to James Murry & Co.
Steamer Galatea, Nye, Providence for New York, with mdse and passengers.

BOUND EAST.

Steamship Neptune, Baker, New York for Boston.
Steamship Zodiac, Chapin, New York for Salem.
Steamship Acushnet, Rector, New York for New Bedford.
Brig Emelia (Ital) Gargiulo, New York for Bangor.
Schr Susan Scranton, Garvey, Virginia for New Haven.
Schr Mist, Elizabethport for New Haven.
Schr E B Wheaton, Atkins, Charleston via Jacksonville, for New Haven.
Schr A F Vanderbilt, Kelly, Hoboken for Providence.
Schr Union, Johnson, New York for Rockland.
Schr North Star, Beckwith, New York for New London.
Schr Margaret, Kennedy, Elizabethport for Boston.
Schr W B Everett, Spear, Newburg for Boston.
Schr Sallie Burton, Fo[illegible]mer, Newburg for Ellsworth.
Schr Chase, New York for Salem.
Schr Sarah Falcon, Wilson, Newburg for Providence.
Schr T C Lyman, Hill, New York for Hartford.
Schr Mary Francis, Strapson, Elizabethport for Boston.
Schr Potomac, Hawley, Weehawken for Boston.
Schr Flying Arrow, Wilson, Weehawken for Newport.
Schr Eliza Runion, Mahony, Elizabethport for Somerset.
Steamer Galatea, Nye, New York for Providence.
Steamer Metis, Davis, New York for Providence.

SAILED.

Steamship Baltic, for Liverpool; City of Brooklyn, do; Algeria, do; Canada, do; Rhein, Bremen; Allemannia, Hamburg; Anglia, Glasgow; Cleopatra, Havana; San Francisco, Bermuda; Geo W Clyde, Key West and Galveston; E B Souder, New Orleans; St Louis, do; Ashland, Fernandina; Gen Barnes, Savannah; Manhattan, Charleston; E S Terry, Newbern, NC; Old Dominion, Richmond, &c; Fanita, Philadelphia.

The following vessels sailed from this port during the past week:—

May 4—Ship Ontario; bark Ukraine; brig New York.
5th—US ship Potomac; bark Inca; brigs Alpha, Daisy.
6th—Barks Reindeer, Aberdeen; brigs Teviot, Santanelle; schrs Samos, Amelia Adele.
7th—Ships Confidence, Ilone; barks S E Kingsbury, John Worster, Gylden Love, Almoner, Nellie May; brigs L H Cole, Little Dorrit, Eva, Martha, Onalaska.
8th—Bark Marathon.
9th—Ships Mary Whitridge, Carolus Magnus; barks Grace, Charles Forbes, Rialto, Alice Painter, A Kobbe, Abby Bacon, Pitfour; brigs Countess of Dudley, Avancer schr Royal Arch.
10th—Barks Iconia, Nomad, New York; brigs Freya, Florence, Wiley Smith; schr John Bird.
11th—Bark Young Eagle.

The following vessels are anchored at the Southwest Spit, outward bound:—Barks Auguste Teitge, for Cork; Eureka, Buenos Ayres; Attila, Trieste; Anna Walsh, New Orleans; brigs Alice Tarlton, Matanzas; Robin, Cardenas; M E Leighton, Kingston, Ja; Ontario, Vera Cruz and Tampico; G F Geery, Trinidad; Dirigo, Baltimore.

Wind at sunset ESE, light.

Shipping Notes.

The Pacific Mail Steamship Company's steamer Ocean Queen, 2715 tons, is on the large Erie Basin dock at Red Hook, repairing keel, damaged while ashore 5th ult on a reef off Watling's Island.

The other dock is occupied by the Sound steamer City of Lawrence, replacing two or three iron plates.

The screw docks foot of Market street have had up during the week—

On the large dock, brig Florence (Br), 238 tons, painting bottom, and propellers El Cid, 512 tons, adjusting new wheel and calking, and Blue Bonnet, for slight repairs.

On the central screw dock, propeller Spray, adjusting wheel; brig Gustavo (Dom), patching metal and repairing shoe, and schr B F Waite, 159 tons, of Calais, Me, painting bottom and slight repairs.

On the small screw dock pilot boats Ezra Nye, and Widgeon, cleaning bottom.

Steamboat Minnehannonck, owned by the city, and running to Blackwell's and adjoining islands, is on the balance dock foot of Pike street, undergoing her usual annual overhauling.

Steamer Electra, 1567 tons, belonging to the New York and Providence Steamship Company, is on the large balance dock adjoining, adjusting a new wheel.

Ship Robert L Lane, 1079 tons, of New Bedford, was lowered from the large sectional dock foot of Rutgers street on Thursday, after having been stripped, calked and remetalled. Her place is now occupied by steamship Saratoga, 909 tons, being calked and metalled. The Saratoga has just been purchased from the Old Dominion Steamship Company by a Spanish house, who intend to run her on the coast of Cuba.

On the small sectional dock adjoining there have been during the week bark Tejuca, 324 tons, to patch metal; schr Kate Wentworth, 300 tons, repairing shoe, and brigs W N H Clements (Br), 444 tons, painting bottom, and Portia, 197 tons, repairing keel and forefoot.

On the sectional dock at Clinton street have been barks Sharpsbur