THE STATE CAPITAL.

The Serious Question of Final Adjournment.

Inevitable Board Bills in Opposition to Constitutional Amendments.

THE USURY BILL PASSED THE SENATE.

Important Speculation as to the Influence of a Baggage Car from New York.

A Per Capita Tax of $2 50 for Immigrants.

THE BOARD OF EMIGRATION IN DEBT.

Objectors to the Route of the Gilbert Elevated Railroad Can Appeal.

Report of the Erie Investigating Committee.

Doleful Complaint Against the Hon. Wm. M. Tweed for Running Off.

The Appropriation Bill and the Canal Repair Bill in the House.

A HINT FOR THE CITY GRAND JURY.

ALBANY, April 23, 1873.

The great question now with everybody hereabouts in any way connected with the Legislature is—When will the adjournment take place? There is no settled opinion about the matter as yet, but it is generally conceded that everything depends upon the report of the Special Joint Committee appointed some time ago to decide when, how and how long the two houses should occupy themselves with the work of the late lamented Constitutional Commission. The Committee have been at work—at least they say they have—for the past three weeks, and as yet they have not been able to come to any definite conclusion. They are of one mind on one thing, however, and that is that the legislative business must be got through with before the constitutional work is touched upon. It is easy to understand

WHAT A MUDDLE THERE WOULD BE

if the Legislature made this particular work a part and parcel of the ordinary routine business right in that very stage of the session when every member is struggling, or if not struggling, at least heavily log-rolling with every other member to secure the passage of all his little local bills. There is a rumor afloat to-day that, although the Committee have not been able to settle the mooted question among themselves satisfactorily, the general feeling of the two houses is in favor of a special session, and that this feeling has been discovered by the soundings taken by the Committee. On the other hand there is the dead certainty that THE GOVERNOR WILL NOT CALL A SPECIAL SESSION, no matter what pressure may be brought to bear upon him. Now, then, what will be the upshot of the whole thing? The members say they can't afford to stay here over a month without pay from the State, although it is rumored in the lobby that there are many men of skilled talent in town who believe they can, and without pecuniary loss of any kind. Be that as it may, the cry is "I want to go home," and judging from the present aspect of affairs it will require all the ingenuity of the lobby on the one side and the determination of the Committee and its friends on the other to make the virtuously inclined Senators and Assemblymen remain here long enough to consider the amendments of the Commission. One of the strongest arguments used by those members who want to get away at

THE CLOSE OF THE REGULAR LEGISLATIVE BUSINESS

is that the consideration of the amendments is not absolutely necessary this session, and that if the people will not countenance a special session for an extraordinary work, they don't see why they should sacrifice their precious time in behalf of the dear public for nothing. It is probable that the whole difficulty will finally be settled by the two houses fixing a certain day, say the 10th of May, when the consideration of the ordinary legislative business will be regarded as at an end. This day will be a Friday or Saturday, and then an adjournment will be taken to the following Monday, when operations will be begun upon the constitutional amendments. There are many who claim that an adjournment of ten days ought to be taken after the closing up of the ordinary legislative business, but their arguments are met by the very strong probability that it would require

A CORPS D'ARMEE

as large as that now commanded by Major General Husted to secure a quorum after the ten days would expire. It is to be hoped that no matter what difficulties may lie in the way, that the Legislature will not adjourn without disposing of the constitutional amendments in some way. If they do adjourn without considering them and no special session is called the amendments cannot be voted on by the people before the general election in 1877. If they consider and pass them in some shape and the Legislature of 1874 passes favorably upon them the people will be able to act in the matter in 1875. It will thus be seen that the present Legislature has it in its power indirectly to give the State a half-new constitution two years from now; and that they have also the power to save two years' time by simply considering and passing the amendments this session. It is not reasonable to suppose that a mere question of dollars and cents will have weight in the settling of this question.

THE EMIGRANT PER CAPITA BILL.

The bill amending the several acts relating to the powers of the Commissioners of Emigration, and which increases the emigrant per capita to $2 50, was passed in the Assembly to-day by a vote of 70 to 30. This bill was introduced last March by Mr. Pierson and was backed up, it is said, by all the powers and influences that the Commissioners could bring to bear. It is understood that the new Commissioners, or rather the friends of the bill which puts out of office the present Commissioners, are also in favor of this increase on the ground that the Commission is already in debt, and all that sort of thing. The shipping interests in New York are arrayed against the bill, and there are those who claim that if it becomes a law it will revive the efforts some made to induce the United States government to take charge of the emigration business entirely, and, even if the United States should not interfere, compel emigrant ship owners to land their passengers at other ports than New York. How the bill will fare in the Senate it would be hard even to conjecture. It is a bill which, if it ever becomes a law, will seriously affect a large interest in New York, and it behooves those who are most concerned to squelch it in the Senate, if that be a possibility.

PUBLIC WATCHMEN.

At last we are to have an end to the race of irresponsible private watchmen, who are so styled because they are employed by private parties whose faith in the fidelity of the ordinary policeman is not as great as policemen generally think it ought to be. The bill which passed the Assembly to-day establishes a regular system of public watchmen, and the chances for river thieves who prowl upon the merchandise stored on the wharves over night, playing the private watchman dodge to avoid the suspicion of passers by, will be considerably lessened. This bill will affect so many private watchmen in the city that I append it herewith in full:—

AN ACT entitled "An act for the better protection of the shipping and mercantile interest in the city and county of New York."

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

SECTION 1.—The Mayor shall appoint and license as large a number of citizens, and such citizens as he may think qualified, to be public watchmen in and about the city and county of New York, said appointments and license to continue during the pleasure of said Mayor, not exceeding one year.

SEC. 2.—It shall not be lawful for any person to act as a public watchman upon any dock, pier, slip, vessel, warehouse or place of business without being licensed as aforesaid by the Mayor.

SEC. 3.—Every person so appointed and licensed by the Mayor as a public watchman shall pay into the city treasury the sum of $5 as a license fee upon receiving such certificate of appointment, and the sum of $1 upon the renewal of each and every such license.

SEC. 4.—Every such person shall wear, in a conspicuous place about his person, to wit, upon the outside lappel of the coat or jacket, a metal badge, on which shall be inscribed the name of such appointee, the words "public watchman" and the number of such license.

SEC. 5.—The Mayor shall, previous to granting any license as a public watchman, fix a scale of prices to be paid for such services as the said watchman may be called upon to perform, and such price list shall be printed upon the reversed side of the license issued to the appointee.

SEC. 6.—And no person shall claim, demand or receive any remuneration or pay for services as a watchman unless he shall have been duly licensed and shall wear his badge as the insignia of his office.

SEC. 7.—It shall not be lawful for any person to represent himself as, or to wear or exhibit any badge, inscriptive card or device purporting or implying that he is employed or authorized by the captain, owner, lessee or agent of any dock, pier, slip, vessel, storehouse or place of business, without being duly authorized so to do by the Mayor, under a penalty of $25 for every offence.

SEC. 8.—All persons who shall violate or fail to comply with any of the provisions of this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished pursuant to the provisions of sections 29 and 21 of an act relative to powers of the Common Council of the city of New York and the criminal Courts of said city, passed by the Legislature of the State of New York January 23, 1833, or in lieu thereof, shall forfeit and pay into the city treasury the sum of $10 for each and every offence, except where a penalty is prescribed in said chapter.

SEC. 9.—This act shall take effect immediately.

HURRYING UP.

The Assembly has done a rushing business to-day, and yesterday it was by no means laggard. To-day over sixty bills were passed, and the day before over seventy. The clerks are working like beavers, and it is likely that in a few days the business will be even all round.

THE USURY BILL.

In the Senate this morning Senator Winslow asked that his bill to regulate the rate of interest, defeated some weeks ago, and laid aside for reconsideration at the time, be taken again from the table, which was agreed to by a vote of 19 to 1.

Mr. D. P. Wood then said if the bill was amended postponing the time of its taking effect until January 15, next, he could vote for it, and he asked unanimous consent that it be so amended. Senator Murphy objected, and Wood thereupon moved to recommit the bill to the committee reporting it, with instructions to amend it accordingly.

Senator Benedict said that the bill had been disastrously defeated when it came up here before, but now there is

A FLURRY OVER THE USURY LAWS

in Wall street, and a committee has been sent up here, by means of which the friends of this bill hoped to galvanize it into life. They hope to abolish usury by making it legal, just as they might hope to abolish pocket-picking by legalizing the trade of the pickpocket.

Senator Lewis said it was an easy thing to get around the Usury law. As it stood now the banks may loan money at seven per cent, and if they charge more they are simply liable to lose the interest, while private individuals charging these usurious rates are liable to lose both interest and principal. Money men of this State, instead of loaning money at home, go to adjoining States, where the Usury laws do not prevail, and there obtain higher rates of interest. This will be the case wherever

THIS FOOLISH USURY LAW

prevails and as long as money is considered as not a commodity. We ought to have no law at all.

Mr. Dickinson favored the additional time, because the bill was likely to create a financial revolution, and the people of his district, and indeed of every district where they are content to get rich slowly and loan their money to sure payers at seven per cent, instead, as in New York, of rushing rapidly and recklessly into speculation, satisfied, if one venture at heavy interest carries, with the loss of several others; the honest people of all districts will require time to fortify themselves against this revolution.

Senator Madden thought that the amendment ought not to prevail, as the bill otherwise would be

A DEAD COCK IN THE PIT.

Senator D. P. Wood cautioned the Senator against over-confidence. The baggage train has arrived and the Commissary has opened his provision bags. All Wall street has arranged to secure the passage of this bill. The Senator from the Eighteenth (Mr. Winslow) proclaims that this bill will pass now. The men are in their places; he has counted them and he knows his strength.

Mr. Winslow—It is false, sir!

D. P. Wood—You asserted that the bill would pass, and if you have not counted and arranged your men I know not how you can make that assertion.

Mr. Winslow—My judgment.

Mr. D. P. Wood—Then your premises are weak. (Laughter.) But I again warn gentlemen against over-confidence in the defeat of this bill. I have heard matters that I do not care to repeat.

THE BANKS OF WALL STREET

have been called upon to contribute for its passage, and money has been freely tendered for that purpose.

Senator James Wood inquired where was this baggage train?

Senator D. P. Wood said that he must inquire elsewhere of some one who knew better.

Senator Lewis declared that there was no better place to go for the information than to the gentleman who makes the assertion. If any baggage train has arrived, it is for the purpose of lobbying against this bill, for its provisions are all against the banks.

Senator Benedict said no; the deputations here were for the banks.

Senator Lewis—If the Senator from the Fifth has been approached by the baggage train probably he knows.

Senator Benedict—I will not call them by the name of baggage train, but I have been approached by a gentleman from the money centre of New York city, who argued with me in favor of the passage of this bill.

Senator Lewis thought we had no more right to put a legal price on money than on manufactures and labor. These men who form combinations in Wall street to lock up money should simply be put in jail for conspiracy.

Senator D. P. Wood said as far as the bill represented the interests of banks, he had a petition now, signed by every banking company in his city (Syracuse), asking him to vote for this bill. And the presidents of some of these banks had been waited upon by the

"REGULAR LEGISLATIVE MIDWIVES,"

and given to understand that substantial reasons must be forthcoming to secure the passage of the bill. "Skilled talent" had been brought to bear in its interest. "Legal services" of men who are not legal adepts had been put in practice.

Senator Tiemann asked if the Senator could tell him where he would find a check for his baggage in that baggage train. (Laughter.)

Senator Murphy said that the Senator from the Twenty-second was given to insinuating that members were influenced by

IMPROPER MOTIVES

in their legislation, and now he hints that the members are to be influenced to the passage of this bill by the passengers on this coming baggage train. Yet he admits that it is a good bill and he will vote for it, provided it is amended to postpone the day of its taking effect to January next instead of next Summer. Now, if it is a good bill, I can see no reason why it should not take effect at once.

A MESSAGE FROM THE GOVERNOR,

accompanying the report of the committee of the Grand Jury investigating relative to the usury system, was announced at this point, but it was not in order to read the report. The question was on the motion to recommit with instructions, and it was lost by the following vote (democrats marked in Italics):—

ON RECOMMITTING.

YEAS—Messrs. Baker, Dickinson, Graham, *Harrower*, *Johnson*, Lowery, *O'Brien*, *Palmer*, Robertson, Wagner, Weismann, D. P. Wood and Woodin—13.

NAYS—Messrs. Adams, *Allen*, Benedict, Bowen, Chatfield, *Cock*, Foster, Lewis, *Lord*, Madden, *Murphy*, *Scoresby*, *Tiemann*, Winslow and J. Wood—15.

Senator Tiemann at first voted "aye," and when the absentees were called changed his vote to "no."

The bill was then passed by the following vote:—

ON FINAL PASSAGE.

YEAS—Messrs. *Allen*, Bowen, Chatfield, Foster, Graham, *Harrower*, Lewis, *Lord*, *Murphy*, Robertson, *Scoresby*, *Tiemann*, Wagner, Winslow, J. Wood and Woodin—17.

NAYS—Messrs. Adams, Baker, Benedict, Dickinson, *Johnson*, Lowery, Madden, *O'Brien*, *Palmer*, Weisman and D. P. Wood.

THE ABSENTEES

had to be called a number of times, Senators seeming earnestly desirous of evading their duty on the subject. D. P. Wood failed to vote until he had been called by the Clerk four separate times, and Woodin had announced that his own vote depended upon that of the Syracuse Senator. James Wood held back, equally reluctant to commit himself, and a general disposition to await further returns from "that baggage wagon" was visible on all sides throughout the voting. If that baggage wagon was a mere joke of the humorous Senator from Syracuse, it proved a very cruel one. Senator Perry was absent when the vote was taken, and on returning was, at his request, recorded in the negative.

The act supplementary,

THE GILBERT ELEVATED RAILROAD ACT,

introduced this morning by Senator Weismann, provides that persons who have reason to object to the route as located by the Commissioners may have the right, within thirty days, to apply to the Supreme Court for an examination into their objections with a view to granting an order changing the route.

The Appropriation Bill the Special Order for To-Day—The Canal Repair Bill Without a Quorum—Van Nort's Salary—Report of the Erie Investigating Committee—The Usury Bill and the Grand Jury.

ALBANY, April 23—Evening.

The Assembly bill making

APPROPRIATIONS FOR THE SUPPORT OF THE GOVERNMENT,

and for other purposes, was the special order to-night in the Senate, and took up the whole of the evening session. It appropriates about ten million dollars for the various general uses of the government. The bill, engrossed with the Senate Committee's amendments, was read, requiring at least an hour in the reading, when it was discovered that it was very different from the printed bill on the files, and an attempt was made to progress it in order that it might be printed, a number of Senators declaring that they could not conscientiously or intelligently legislate for the appropriation of so many million dollars without having the printed bill before them. The proposition was voted down, however, and the Senate had to content itself with the rather doubtful substitute of memory for print. One of the Senate amendments provides for the compensation of quarantine commissioners at $2,500 each, and that the present Board of Quarantine Commissioners be abolished, their duties and functions devolving upon the Comptroller of the State and the Health Officer of New York city. The discussion proceeded, and Senator Lowery made a strong argument against a section which, he claimed, substantially appropriated $125,000 to sectarian schools. Senator Benedict, in reply, shewed that the institutions referred to were not sectarian schools, but the academies attached to union schools, and that while the principal in some instances might be of one sect, a majority of the assistants were of other sects, and possibly the greater number of scholars of still other sects, the utmost harmony exists in most of them, and theological doctrines are in nowise taught. The bill was finally progressed and made a special order for Thursday night.

A bill was introduced to-night by Senator Benedict which provides that

THE SALARY OF THE COMMISSIONER OF PUBLIC WORKS

in New York city shall, after December 31, 1872, be fixed at $10,000, and the Comptroller is directed to pay Mr. Van Nort all arrears on that basis.

REPORT OF THE ERIE INVESTIGATING COMMITTEE.

Mr. Babcock, from the Erie Investigating Committee, submitted a partial report, as follows:—

The select committee appointed by the Assembly to investigate and report as to the alleged misconduct and mismanagement on the part of the Erie Railway Company, respectfully report that they have diligently pursued the inquiry during the time allotted by the House; that the testimony taken has been conclusive upon some points; but that they have been unable to secure the attendance or arrest for contempt under the resolution of the House, of Mr. William M. Tweed or John S. Dutcher, witnesses whose testimony, it is believed, would be important to one branch of this investigation. The committee believe that if a further extension of time was allowed the attendance of the parties above-named might be secured, but they have decided not to ask themselves for any further extension for the taking of testimony, but if the House so orders they will abide by its directions. A considerable amount of the testimony taken is not yet printed, and by reason of this fact, and the further fact that the committee have been almost constantly engaged from day to day in the taking of testimony, they are not able to make their final report at this time, and respectfully ask the House to allow time for the testimony to be printed and a final report to be made therefrom, and therefore offer the following resolution:—

Resolved, That the Select Committee appointed by this House to investigate the affairs and alleged misconduct of the Erie Railway Company be and they are hereby allowed an extension of time sufficient to have printed the testimony taken by them and for presenting their final report. T. H. BABCOCK, Chairman,

in behalf of the Committee.

Mr. Opdyke moved to add ten days longer for the purpose of taking testimony, as he understood the committee to say they have been unable to secure the attendance of certain witnesses. Mr. Wight stated the purport of the resolution. Mr. Ray thought this extension of time should be allowed. Mr. Roche said that men talked of using ten days now as if they were at the commencement of the session, while the fact was they were over the hundred days, and it was time they went home and afforded relief to the people of the State. Mr. Husted said, as he understood it, the committee had asked for no further time. He therefore moved the previous question, and it was ordered. The question was then taken on Mr. Opdyke's motion and it was negatived almost unanimously. The report was then accepted and the resolution of the committee was adopted.

THE CANAL EXTRAORDINARY REPAIR BILL

was discussed this evening as a special order in the Assembly. The bill was ably championed by the Chairman of the Canal Committee, Mr. Batcheller, which committee, by the way, has, by carefully scrutinizing the estimates sent in by the Canal Commissioner, reduced the appropriations from $1,400,000 last year to $800,000. Last year, beside the former amount, $400,000 was appropriated as a deficiency. The total revenue from the canals last year was a little over three millions, and Mr. Batcheller believes that not only will the $800,000 appropriated for extraordinary repairs be saved, but that there will be a surplus. Mr. Alberger also spoke in favor of the bill, as did Mr. Rose, who, however, claimed that we were being taxed too much every year for completing canals that had already been completed. When Mr. Alberger had concluded his speech a motion was made by Mr. Lewis to report progress on the bill. A count was called for on this motion, and it was discovered that there was not a quorum present. A call of the House was then moved by Mr. Brewer, and, after the Committee had risen, he renewed the motion in the House. Charley Cornell, however, sprang into the breach with a motion to adjourn, which, on being put, was evidently lost, but the Speaker, seeing that the members present were up to mischief, declared the motion carried despite cries upon all sides for a count. The absentees, who have just come from the theatre and ascertained how the Speaker saved them in the nick of time, feel considerably elated and promise to be good little boys in the future.

THE USURY BILL

which passed the Senate this morning was, after a little squabble to-night, made a special order for next Tuesday evening. The Committee of the New York Grand Jury, who are expected here to-morrow, it is said, will do their utmost to have the bill go through the House all right. The clamor over the money lock-ups in the city of late and the representations of the Grand Jury last week, ought certainly to have some weight with the country members. If they do not want to go "the whole hog" in the usury repeal question, they ought, the New Yorkers claim, give New York at least what is so imperatively demanded by the merchants and commercial classes generally.

THE WASHINGTON MARKET BILL

passed in the Assembly to-night by a vote of 83 to 12.

ST. GEORGE AND SHAKSPEARE.

Banquet of the St. George Society at Delmonico's Last Evening—The Celebration of Shakspeare's Birthday—Speech by Consul Archibald—What the Washington Treaty Has Accomplished—Great Enthusiasm and Loyalty to England's Queen.

The eighty-seventh anniversary of St. George's Society was celebrated last night by a banquet at Delmonico's, Fifth avenue and Fourteenth street. About two hundred gentlemen sat down to dinner, including the President of the Society, Mr. John G. Dale, the Vice President, Mr. F. W. J. Hurst, Consul Archibald, the Presidents of St. Andrews and St. Patrick's societies: Colonel L. Morton Montgomery (London, England); Mr. Isaac H. Bailey, of the New England Society; the Secretary of St. Andrews Society, Mr. Alexander Rhind and Peter Williams (Bank of England). The room was decorated with the flags of England, Ireland and America, and immediately in the centre of the room was a full length portrait of the Queen in her coronation robes. The proceedings were extremely enthusiastic, and the evening was spent in reminiscences of "the sea-girt isle" and congratulations on the good time obtainable in the land the Englishmen had adopted as their home.

Mr. DALE, in proposing the principal toast, "The Day, and All who Honor It," referred to the condition of the society, and said that it was its eighty-seventh anniversary, that it was in a flourishing condition, and that the permanent fund amounted to $30,500, which was safely invested. The charitable fund had enabled 117 persons to be assisted. The contingent fund had also been largely drawn upon to assist their distressed countrymen, not only English, but Irish. He urged all Englishmen in the city to join the society, and if this was largely done, the injunction of the country, that every Englishman should do his duty would be fulfilled. The death of Dr. Vinton, Bishop of Indiana; James T. Tapiscott, M. R. Cater, Thomas Burley, Charles Best and Henry E. Sharpe were referred to, and Mr. Dale concluded by quoting the lines on England by Bishop Cox.

The toast was drank with all the honors, including the three English cheers.

The CHAIRMAN, in proposing "The Queen, God Bless Her," said that the personal characteristics of her Majesty shed a halo of virtues around the throne. The toast was drank with musical honors; the company, singing 'God Save the Queen," were led by the Arion Glee Club, who during the evening greatly promoted the harmony of the proceedings.

The CHAIRMAN, in proposing "The President of the United States," said that General Grant, though a man of war, was unquestionably a man of peace, and was the originator of the Geneva arbitration, and with this toast he wished to add, "Success to the country of our adoption." This, with the toast, was drunk with loud applause.

The CHAIRMAN, in introducing the following toast, "Her Majesty's Ministers and Representatives in the United States," read a letter from Sir Edward Thornton, regretting his inability to be present at the banquet; and in introducing Consul Archibald paid an eloquent testimony to the merits of that gentleman.

Mr. ARCHIBALD, after expressing great regret at the absence of Sir Edward Thornton, on behalf of the hard worked and ill paid public officers, of which he was a member, said that great harmony existed between Her Majesty's Ministers and the representatives of the United States as to the addendum of the toast—"Cement their divisions and bind up the petty differences"—that those differences only existed as to outside parties. Those lines were Shakspeare's, and, if Shakspeare was not an American, born at Stratford, in Connecticut, he certainly has been annexed. (Laughter.) When Shakspeare's statue was unveiled in Central Park there was not a word said about Shakspeare being an Englishman, and he (the speaker) took a mournful look at the statue, believing that Shakspeare was henceforth an American.

In the course of his observations he said that, although it was inconsistent with the rules of the Society and would be irregular in one filling his official position to enter into political discussions, there was one subject on which he begged to say a few words, because it was cognate to the toast, and related to the principal personage whom the toast specially honored. He alluded to the final settlement by the Geneva award, under the Treaty of Washington, as a controversy more critical, more fraught with danger, not alone to the peace of two great and kindred nations, but to the best interests of humanity, than any international controversy of modern times. Few treaties have been more criticised than the Treaty of Washington. From various standpoints, with partial views, commentators have excepted to this rule or that provision, forgetful of that great difficulty of harmonizing conflicting opinions. But the great body of the people of both countries thankfully and cordially recognized and ratified the grand central object and purpose of the treaty—that simple agreement by which the two nations consented to settle their disputes peacefully by arbitration and not by the sword. In this respect it was not merely a triumph of diplomacy, but one of the greatest achievements of Christian civilization. Whatever success might attend this effort to induce other nations to follow our example, one thing was certain that as between England and America, in the event of any future controversy and Heaven grant that there might be none—a principle had been laid down, a precedent for peaceful settlement had been established, which neither country could venture to violate or disregard. Now, in this great and beneficent act of pacification, in its inception and in the conduct of its negotiations, there was no one to whom both nations were more deeply indebted than to him whom the toast was intended to honor—Her Majesty's able and excellent representative in the United States, Sir Edward Thornton. When years shall have come and gone, and when he shall have retired from the arduous and anxious duties of an honorable and useful career in the service of his country, he may well look back with a feeling of pride and satisfaction to the important part which he bore in restoring and placing on a firm, rational, and, let us trust, a permanent, basis the friendly relations of the two greatest nations of the world. (Loud cheers.)

The remaining toasts were "The State and City of New York," "The Memory and Genius of Shakspeare," "Our Sister Charitable Societies," "The Armies and Navies of England and the United States" and "The Ladies."

RAILROAD BRIDGE BURNED.

Destruction of the Wooden Bridge Over the Kennebec River at Kendall's Mills, Maine—Serious Interruption to Travel.

KENDALL'S MILLS, Me., April 23, 1873.

The Maine Central Railroad bridge across the Kennebec River at this town took fire by sparks from a locomotive this afternoon and was almost entirely destroyed. The bridge was about two hundred feet in length, and less than forty feet remain standing. The loss to the railroad company by the destruction of material will be about ten thousand dollars, but the delay of freight and passenger trains cannot fail to entail still greater pecuniary suffering. Mr. L. L. Lincoln, superintendent of the road, is on the ground, and has already put into practical operation plans for the temporary relief of passengers and the expedition of freight. A new and substantial iron bridge will be put into service as soon as possible, and the public convenience will be well cared for in the meantime.

SHIPPING NEWS.

Almanac for New York—This Day.

SUN AND MOON.			HIGH WATER.		
Sun rises	5 09		Gov. Island	eve	6 43
Sun sets	6 49		Sandy Hook	eve	5 58
Moon rises	morn	4 10	Hell Gate	eve	8 28

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF APRIL AND MAY.

Steamers.	*Sails.*	*Destination.*	*Office.*
City of Limerick	April 24	Liverpool	15 Broadway.
Frisia	April 24	Hamburg	61 Broadway.
Deutschland	April 25	Bremen	2 Bowling Green
Italy	April 26	Liverpool	69 Broadway.
City of London	April 26	Liverpool	15 Broadway.
India	April 26	Glasgow	7 Bowling Green
Baltic	April 26	Liverpool	19 Broadway.
Manhattan	April 30	Liverpool	29 Broadway.
Hansa	April 30	Bremen	2 Bowling Green
Columbia	April 30	Glasgow	7 Bowling Green
City of New York	May 1	Liverpool	15 Broadway.
Denmark	May 1	London	69 Broadway.
Westphalia	May 1	Hamburg	61 Broadway.
Greece	May 3	Liverpool	69 Broadway.
City of Paris	May 3	Liverpool	15 Broadway.
Celtic	May 3	Liverpool	19 Broadway.
Pereire	May 3	Havre	58 Broadway.
Mosel	May 3	Bremen	2 Bowling Green
Australia	May 3	Glasgow	7 Bowling Green
Ismailia	May 7	Glasgow	7 Bowling Green
Wisconsin	May 7	Liverpool	29 Broadway.
City of Baltimore	May 8	Liverpool	15 Broadway.
Thuringia	May 8	Hamburg	61 Broadway.
Rhein	May 10	Bremen	2 Bowling Green
Oceanic	May 10	Liverpool	19 Broadway.
City of Montreal	May 10	Liverpool	15 Broadway.
Nevada	May 14	Liverpool	29 Broadway.
America	May 14	Bremen	2 Bowling Green
Hammonia	May 15	Hamburg	61 Broadway.
Weser	May 17	Bremen	2 Bowling Green
Washington	May 17	Havre	58 Broadway.
Adriatic	May 24	Liverpool	19 Broadway.

PORT OF NEW YORK, APRIL 23, 1873.

CLEARED.

Steamship Minnesota (Br), Freeman, Liverpool—Williams & Guion.

Steamship Java (Br), Martyn, Liverpool via Queenstown—C G Francklyn.

Steamship Koln (Ger), Francke, Bremen via Southampton—Oelrichs & Co.

Steamship Merrimack, Weir, Rio Janeiro, &c—W R Garrison.

Steamship Georgia, Crowell, Charleston—H R Morgan & Co.

Steamship Wamsutta, Fish, New Bedford—Ferguson & Wood.

Ship Isaac Webb, Mortimer, Baltimore—C H Marshall & Co.

Bark Spirito (Aus), Staugher, Cork for orders—Slocovich & Co.

Bark Zio Lorenzo (Ital), Faggione, Belfast, I—A P Agresta.

Bark Gessner (Ger), Christoffers, Bremen—H Koop & Co.

Bark Insula Capri (Ner), Andersen, Copenhagen—Tetens & Bockmann.

Bark Evanell, Stockton, Marseilles—Carver & Barnes.

Bark Undine (Br), Balfour, Cow Bay, CB—R P Buck & Co.

Brig Express (Ger), Fretwurst, Cronstadt—Jacob W Schmidt & Co.

Brig Meta (Ital), Trapani, Salonica—Slocovich & Co.

Brig D Trowbridge, Rice, Barbados—D Trowbridge & Co.

Brig Peter Roberts (Br), Hunter, Wentworth, NS.

Brig Machias, Bartlett, Orange Bluff, Fla—J H Winchester & Co.

Schr Diploma, Pinkham, Port de Paix—Isaac R Staples & Co.

Schr Francis G Davis, Doane, Baracoa—B J Wenberg.

Schr Louisa D (Br), Wagner, St John, NB—Henry & Parker.

Schr C M Newins, Ruland, Mobile—E D Hurlbut & Co.

Schr Lizzie Batchelder, English, Savannah—Evans, Ball & Co.

Schr R S Graham, Smith, Wilmington, NC—Evans, Ball & Co.

Schr C L Herrick, Partridge, Norfolk, Va—Van Brunt & Bro.

Schr Sophia Wilson, Wilson, Philadelphia—Jas E Ward & Co.

Schr W H Bowen, Golden, Providence—H W Jackson & Co.

Sloop Mary Elizabeth, Hart, Derby, Ct—H W Jackson & Co.

Steamer Bristol, Wallace, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamship Columbia (Br), Higgins, Glasgow April 9, via Derry 10th, with mdse and 437 passengers to Henderson Bros. Had fair winds to the Cape, from thence strong head winds.

Steamship Hansa (Ger), Brickenstein, Bremen April 9 and Southampton 12th, with mdse and 530 passengers to Oelrichs & Co. 16th, lat 49 40, lon 29 21, spoke bark Dunstag (Ger), from Ukermunde, bound west.

Steamship E C Knight, Johnson, Georgetown, DC, with mdse and passengers to Geo B Merrick. 23d, at 8 AM, off Absecom, passed schr Harry Blud, bound north.

Ship Glencorse (of Liverpool), Stevenson, Calcutta and Sand Heads Jan 7, with mdse, to Judd Linsced and Sperm Oil Company; vessel to master. Had very light northerly winds to the Equator in the Indian Ocean. Feb 5, encountered a cyclone, which lasted for three days; passed the Cape of Good Hope 50 days out; crossed the Equator March 23 in lon 25 20 W; had fair weather to lat 36 N, lon 65 W. April 13, 14 and 15, had a terrific gale from NW to N, with a very high sea and thunder and lightning, in which was hove to for 60 hours; since light variable winds.

Bark Wien Hohenfelde (Ger), Schultze, Montevideo 75 days, with wool and hides to L E Amsink & Co—vessel to Funch, Edye & Co. Crossed the Equator March 26 in lon 42 W; had variable weather; been 6 days north of Hatteras; March 4, lat 18 8, lon 32 W, spoke bark Venia, from San Francisco for Queenstown, 100 days out.

Bark Sarah A Staples (of Belfast Me), Stone, Cardenas 12 days, with sugar to Gossler & Co; vessel to master. Had moderate weather; been 4 days north of Hatteras.

Brig Zealand (of Liverpool, NS), Hicks, Point-a-Pitre, Guad, 17 days, with sugar to Reynaal & Co; vessel to Heney & Parker. Had moderate weather; been 3 days north of Hatteras; April 16, lat 27 54 N, lon 74 35 W, spoke schr Mary Helen, bound south; 21st, lat 37 50 N, lon 72 50 W, brig Albert J Sperry, hence, bound south.

Brig Josie, Pettigrew, Sagua 10 days, with sugar to Pouvert & Co; vessel to Simpson, Clapp & Co. Had fine weather.

Brig Fruttajola (Ital), Saracino, Philadelphia 3 days, in ballast, to A P Agresta.

Schr Franklin, Berry, Indianola March 19, with cotton, &c, to Tupper & Beattie.

Schr Joseph P Comegys, Hubbard, Smyrna, Fla, 11 days, with live oak to Swift Bros; vessel to Van Brunt Bros. Had moderate weather; been 6 days north of Hatteras.

Schr John Howard, Doxie, Virginia.

Schr Harry Landell, Taylor, Virginia.

Schr Forest Oak, Parker, Baltimore for New Haven.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Dirigo, Johnson, Portland for New York with mdse and passengers.

Steamship Svend (Swe), Hansen, Boston for New York, to Tetens & Bockmann.

Schr Rosina, Cummings, St George, NB, for New York, with piling to Jed Frye & Co.

Schr E McEwan, Burns, New London for Philadelphia.

Schr Escort, Hawkins, Bridgeport for New York.

Schr C St John, Foster, Brantford for New York.

Schr Ontario, Barber, Providence for New York.

Schr Susan McDevitt, Sumner, Mystic for New York.

Schr John Rommell, Jr, Miller, New Haven for New York.

Schr George P Kane, Dennison, Bridgeport for New York.

Schr Hannibal, Pendleton, New Haven for New York.

Schr Josephine, Cleaveland, Bridgeport for New York.

Schr Columbia, Donovan, Bridgeport for New York.

Schr Win E Woodall, Russell, New London for New York.

Schr Wave, Hubbard, Hartford for Trenton.

Schr E F Meany, Lewis, Portland for New York, with stone to order.

Schr Helen, Hardy, New Haven for New York.

Schr L Delaney, Delaney, New Haven for New York.

Schr Charles H Northam, Hubbard, Portland for New York, with stone.

Schr A G Pease, Pease, Portland for New York, with stone to Henry & Marsden.

Schr P F Brady, Coleman, New Haven for New York.

Schr Mercer, Wasson, Bridgeport for New York.

Scnr Samuel P Godwin, Waterbury, Stamford for New York.

Steamer Doris, Young, Providence for New York, with mdse and passengers.

BOUND EAST.

Steamship Wamsutta, Fish, New York for New Bedford.

Brig Mary J Wilbur (Br), Munday, New York for St John, NB.

Brig J W Drisko, Haskell, Hoboken for Portsmouth.

Schr Lottie Beard, Perry, Mobile for New Bedford.

Schr Kate & Lucila, Gerry, Amboy for Boston.

Schr S A Boice, Yates, Philadelphia for Providence.

Schr Sallie M Evans, Soci, New York for New Haven.

Schr Ald. Smith, Philadelphia for Providence.

Schr Minnesota, Dow, Philadelphia for East Greenwich.

Schr Charles S Smith, Manson, Philadelphia for Boston.

Schr Blackstone, Wixon, New York for Providence.

Schr Providence, Halsey, New York for Fall River.

Schr Helen M Waite, Yott, Hoboken for Portland.

Schr E Bailey, King, Philadelphia for Salem.

Schr Crowell, Crowell, Appalachicola for New Haven.

Schr Montrose, Allen, New York for Providence.

Schr Kate J Hoyt, Arnold, Baltimore for New Haven.

Schr Caroline Young, Young, Philadelphia for Boston.

Schr Eugene, Smith, New York for Thomaston.

Schr More Light, Allen, New York for Calais.

Schr Ganges, Young, New York for Boston.

Schr J & M Merriman, Cox, New York for Hartford.

Schr Dreadnaught (Br), Brown, New York for Yarmouth, NS.

Schr Eldorado, Hamilton, Virginia for Providence.

Schr G L Daboll, Sackett, New York for Greenport.

Schr Esquamaux, Hoboken for Portsmouth, NS.

Schr Harriet Lewis, Hart, Elizabethport for Providence.

Schr Connecticut, Stapley, New York for Mystic.

Schr Isaac Anderson, Johnson, New York for Norwalk.

Schr Hudson, Champion, New York for New London.

Schr Alida, Eaton, Hoboken for Providence.

Schr John Farnum, Chase, Baltimore for Boston.

Schr L O Wells, Wells, Amboy for Newport.

Schr Northern Light, Harper, Hoboken for Beverley.

Schr Nellie H Benedict, Ellis, Hoboken for Boston.

Schr A H Lennox, Lennox, New York for Gloucester.

Schr Argo, Bessee, New York for Wareham.

Schr Damon, Johnson, Elizabethport for Boston.

Schr Maud Wallack, Norwood, Elizabethport for Salem.

Schr Gilbert Green, Fisher, Port Johnson for Providence.

Schr Mary, Hallowell, Port Johnson for Danversport.

Schr E C Gates, Freeman, New York for Pembroke.

Schr Ada S Allen, Cohen, Port Johnson for Boston.

Schr S L Thompson, Baldwin, Hoboken for Providence.

Schr Phenix, Thompson, New York for Portland.

Schr Julia A Martha, Blunt, Elizabethport for Boston.

Schr S Taber, Cox, New York for Glen Cove.

Schr Scattillan, Falkenham, New York for Salem.

Schr Henry Croskey, Rackett, Hoboken for Providence.

Schr Nelson Harvey, Bearse, Hoboken for Boston.

Schr E Runyon, Campbell, Tr