THE STATE CAPITAL

Comptroller Green's Finance Bill in Committee.

MYSTERIOUS MOVEMENTS OF "BOSS KELLY."

Defeat of the Emigration Commissioners' Scheme.

RIVERSIDE AVENUE AND THE COMPTROLLER.

ALBANY, April 29, 1875.

The set of bills introduced two months ago by Senator Booth, in the interest of Comptroller Green, and passed in the Senate, were considered in the Committee on Cities of the Assembly this afternoon. Mr. John Kelly was present at the meeting, and took considerable interest in the proceedings. It was apparent that he came to guard and control the action of the committee. Mr. R. H. Strahan, Colonel John R. Fellows and Rufus Andrews made speeches in opposition to the bills. The discussion lasted about an hour. The only representative of Comptroller Green present was Mr. Charles A. Swan, who refused to make a speech on being requested, remarking that the bills spoke for themselves on their merits. This latter remark did not seem to particularly strike the committee, as but little chance seems to exist for the ultimate passage of these measures in the Assembly, at least in the shape passed by the Senate.

Rumors are busy in Albany to-night that a treaty of peace is being patched up between Comptroller Green and Mr. John Kelly. Very significant approaches are understood to have been made to Mr. Green's worker, Swan. Mr. Winzale, it is stated, has been delegated by Mr. Kelly as the ambassador of "grace, mercy and peace," and had a talk with Mr. Swan in that capacity. The result of this important peace conference has not yet been developed.

THE EMIGRATION MONEY.

The Committee on Commerce and Navigation of the Assembly to-day agreed to report adversely the bill increasing the head money on emigrants from $1 50 to $2. This report will no doubt result in defeating any legislation in this connection at the present session.

The debate on rapid transit measures has been again postponed until Tuesday next.

THE CHARITY BILL.

The Senate bill "to provide for the aid and support of the poor in the counties of Erie, Kings and New York," was passed to-day, and will now go to the Governor for his signature. The first bill on this subject was introduced by Mr. T. C. Campbell, in the Assembly, but its features were considerably altered in the upper House. The objects to be attained by its passage, however, are fully covered. As all the charitable institutions in New York are more or less interested in the provisions of this enactment, I send its main points, as follows:—

THE BILL.

The Board of Estimate and Apportionment of the city of New York, and the, boards of supervisors of the several counties of Erie and Kings, are hereby authorized and directed to annually levy and collect by taxation such amounts as they may consider necessary in aid and support of the poor of their respective counties, and to appropriate and pay such proportion thereof as they may deem necessary or proper to the various charitable or reformatory institutions in their respective counties, in aid and support of the poor of such counties who are cared for or supported in or by such institutions respectively.

No appropriation or payment shall be made to any charitable institution by any board of supervisors under the preceding section, except to institutions to which such board of supervisors were, during the year 1874, authorized to appropriate and pay moneys in aid and support of the poor cared for or supported therein or thereby, nor shall any payment be made to any such institution thereunder in excess of the amount authorized to be paid to it by any board of supervisors during said year, except in cases where such payment has been made to an institution *per capita*, in which latter case no greater amount shall be appropriated to it, *per capita*, than shall have been authorized to be made to such institution during said year.

This act shall not in any way affect or repeal the existing provisions of law providing for the raising and paying by any board of supervisors of any specific amount *per capita* or amounts *per capita*, as certified by the Commissioners of Charities and Correction of the city of New York, to any charitable or reformatory institution, in aid or support of the poor supported or cared for therein or thereby.

The Board of Estimate and Apportionment of the city and county of New York and the Board of Estimate in the city of Brooklyn and county of Kings, are hereby authorized to include in their annual estimate of the amounts required for the expenses of all cities and counties respectively the amounts prescribed by law to be raised and paid to the various charitable or reformatory institutions or protectory or juvenile asylums in such cities and counties respectively, in aid and support of the poor supported or cared for therein or thereby. Said boards of estimate and apportionment are respectively hereby further authorized from time to time, and in sums according to their discretion, by resolution of said boards, to appropriate all excise moneys, except those not heretofore appropriated by law in the city of Brooklyn, derived by the excise commissioners in said cities and counties respectively from licenses for the sale of intoxicating liquors to such benevolent or charitable institutions in said cities which shall gratuitously aid, support or assist the poor thereof, as may seem to said boards deserving or proper, but no such resolution shall be valid unless adopted by a majority vote of the said boards and the comptrollers of the said cities, respectively, shall draw their warrants in favor of such institutions respectively mentioned in such resolutions according to the tenor thereof, and the Chamberlain of the said city of New York and the treasurer of the city of Brooklyn shall pay such warrants out of the said moneys received for licenses, which are hereby directed to be deposited with them and paid over to them within thirty days after they are received.

The term "poor" used in the preceding sections shall only include the foundlings, orphans and such prostitutes and juvenile delinquents as may be committed to or cared for in or by any reformatory institution, protectory or juvenile asylum, persons who are supported, relieved or cared for gratuitously in or by any charitable institution for the care or relief of the ruptured or crippled, the care of hip or spinal diseases, or the sick or the destitute, friendless or infirm, or the children of volunteers dying in the late civil war, or persons suffering from accident, who would otherwise become a charge upon their respective counties, or the care or instruction of idiots, the deaf and dumb, the blind and the insane.

No payments shall be made in pursuance of this act, except as a *per capita* allowance for the poor persons actually supported, treated, cared for or educated in the institutions referred to in this act, nor except for poor certified to be such poor as it is the duty of the public to care for by the Board of Commissioners of Charities and Corrections, in the county of Kings, and in the city and county of New York, and by the superintendent of the Poor in the county of Erie, except in cases of American Female Guardian Society Home for the Friendless, Children's Aid Society, Nepherd's Fold and Saint Ephrem's Episcopal church, who shall severally receive only the same amount as provided by existing laws.

THE STREET CLEANING MEASURE.

Mr. T. J. Campbell's bill, taking the control of street cleaning out of the hands of the police authorities and giving it to a commissioner, to be appointed by Mayor Wickham and the Board of Aldermen, passed the Assembly to-day. There is an evident desire already exhibited in the Senate to defeat this bill. To-day the measure of Mr. Jacob Hess, providing for the sub-letting of contracts for cleaning streets in New York city by the Police Commissioners, was reported favorably from the Committee on Cities. This is understood as simply a scheme to interfere with the Assembly bill when it comes before the Senate. The people of New York know full well the outrageous condition of the streets for the past few years. Millions of money have been spent in this work. Where has it gone? Nobody seems to know. Police commissioner Disbecker has been here lobbying against any change in this matter. The gentleman is a "bosom friend" of Senator Woodin. The latter is supposed to be premier of the republican senators. At least when any measure that he desires to be defeated comes up his political colleagues are expected to play "follow your leader" without murmur. The people will watch this interesting little fight closely, and see whether "bosom friendship" is to interfere with the health and cleanness of one million of people in the metropolis.

THE RIVERSIDE AVENUE BILL.

Comptroller Green sent into the Legislature today a memorial against the passage of the Riverside Avenue bill as follows:—

GREEN'S MEMORIAL.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, April 28, 1875.

TO THE HONORABLE THE SENATE OF THE STATE OF NEW YORK:

The Comptroller of the city of New York, in the discharge of his duty to protect the financial interests of the city and its taxpayers, respectfully but earnestly protests against the passage of the bill known as the Riverside Avenue bill (Assembly 995).

This bill has been rushed up to subserve the interests of certain land owners. It is very cunningly and cleverly drawn, but two or three cunningly inserted lines throw upon the taxpayers at large more than three quarters of the great expenditure involved.

It passed the Assembly apparently without challenge. Except the favor of certain politicians on account of advantages in the way of patronage, it does not be expected to accrue from its enactment. I know of no agencies that support the bill beyond what is called the West Side Association. This association is no more nor less than a body of lot holders on the west side of the Central Park, organized in part for the purpose of procuring the expenditure of public money for private benefit, and now very busy with the press, with the departments of the city and with the Legislature to accomplish purposes which really are of no public concern.

Vast areas of figures form the staple of addresses and resolutions of this association, having a remarkable resemblance to those put forth in recent documents of the Department of Parks under its present management. These are marshalled in the vain attempt to show that the interests of the city largely depend upon the prosecution of such works as are contemplated in this bill.

The similarity of views between an association of private lot owners, with their own objects in view, and an official department having the expenditure of large sums of public moneys, though somewhat threatening to the public interests, is not perhaps unnatural when it is remembered that this private association has lately been gratified by the appointment of one of its members to an official seat in the Department of Parks.

It is not enough that twenty millions of money have been expended within a few years by the city on the west side and that the debt of the city is to that extent increased. It is of no consequence in the eyes of those industrious gentlemen that there are twenty miles of streets, avenues and boulevards above Fifty-ninth street to-day completed for building, requiring a large annual expenditure to keep them in order, and probably not an average of ten houses per mile on them. It is of no weight with them that there are now enough of these thoroughfares ready for buildings to accommodate the growth of the city for fifteen years to come. They must also have this Riverside avenue, for which there is no public need whatever, and to this end the most desperate exertions are being made, in the hope that by the expenditure of fresh millions from the city treasury sinking values may be sustained long enough to enable present holders to unload.

It would be better for the interests of the city to estimate a fair cost of this work and draw warrants on the treasury for the amount, dividing it among these west side gentlemen as a public donation.

The Riverside avenue is about three miles long situated at the extreme westerly edge of the city, is of heavy grades, and is not now nor will it ever be of importance as a thoroughfare. In one sense it is a public way, but it would be difficult to name any road, avenue or street in the city which is more especially and purely for private advantage. Within a stone's throw and parallel to it is the Boulevard, upon which $7,000,000 of public money has been spent, and upon five miles of which probably not fifty houses have been built in five years.

It is urged by the promoters of this objectionable bill that the owners of property in the vicinity have paid assessments for this improvement.

The only assessments that have been paid are not for this work, but for the land of Riverside avenue and park; no assessment has been made for the work contemplated by this bill, nor can any be made as the law now stands, until the work shall be entirely completed, while from the fact that the land has been dedicated for a park and avenue a very large advance in the price of the adjacent property has resulted, amounting to several times the assessments paid by the lots and yielding a proportionate profit to their holders. The cost of the land taken for Riverside

avenue and park was	$6,175,960 80
Of this the city paid	3,069,481 80
Balance	$3,104,479 00
And the remaining assessed on the property was spread over a very large area, so that the property fronting on Riverside avenue paid but a very small part of the actual benefit received.	
Of this amount assessed, there has been paid	$2,473,842 09
Leaving assessments unpaid, March 1, 1875	$ 631,636 91

Of the amount of assessments paid a considerable proportion was paid by persons who received enormous awards for property taken for the avenue and Park.

The debt of the city is altogether too large; a solid public sentiment demands that a stop shall be put to its further increase.

This bill is one that will, if passed, increase the public debt for private and not for public advantage.

Business in the city is very stagnant; the smaller taxpayers are much depressed; they find it hard to support their families; shall these patient burden bearers be further loaded by the imposition of additional taxes for objects in which they have no interest whatever, and which are devised and proposed to be promoted at public expense for the sole advantage of west side property? Are the north side, and the east side, and the south side to be called upon to pay up further millions to sustain and uphold the declining prices of uptown west side lots? Are our thronged streets to remain unpaved in order that the price of uptown west side lots may be put up and their owners relieved?

There is in this bill no provision whatever that the work shall be done by contract at public letting. It is left to the Common Council to say which of the departments shall do the work, and the provisions to secure the payment of assessments are so loose as probably to enable property owners to escape payment of even one-quarter of its magnificent cost.

Besides this Riverside bill, which calls for millions of bonds, another bill is before your honorable body calling for the issue of nearly $600,000 more of bonds for the Department of Parks, and also another for $200,000 of bonds. These are, in addition to over $400,000 already provided for that department for this year from taxation. More than $2,500,000 of assessment bonds are now outstanding. Advances of money for this class of works have already been made by the city to the extent of more than $7,000,000, for which bonds are now outstanding and the assessments for which are not yet even levied. It would be well if a portion of these large advances should be made to the treasury before any additional expense were incurred.

In his first communication to the Common Council on his coming into office and before he had had opportunity to investigate the affairs of the city, the present Mayor wrote respecting this work as follows:—

"The construction of the roadway or drive adjoining the Riverside park should at once be proceeded with."

But after he had had time to look further into the affairs of the city, in another communication to the Common Council, dated March 18, 1875, he says, respecting restrictions to be placed on the issues of bonds:—

"I urge the matter upon your attention and solicit your co-operation in my efforts to have all statutes which apply to this city so far amended that except to meet obligations already incurred, our bonded and funded debt shall not be increased beyond its present limit. Our progress in the future should be determined by our ability to meet our obligations in the past, and only in the ratio in which we actually pay for public improvements already executed or undertaken should we proceed with new enterprises which require further expenditures."

A committee of the Board of Aldermen, to whom this last message was referred, in reporting upon it used the following language:—

"The Mayor reminds us that the public debt of this city has now reached such an enormous figure that we may well pause and consider maturely whether it be wise or expedient to further increase its amount."

To these somewhat contrasting expressions, which at the same time recommend the immediate construction of the Riverside Drive and deprecate any "new enterprises which require further expenditures," your honorable body will doubtless give the weight to which they are entitled, considering the circumstances under which they were uttered.

There is need for all the money that the city has to spend, in works of public necessity. It is better to spend what we have, where population and commerce require it, than to squander it after our present method on sequestered places for private advantage.

The bill is a grave wrong upon our taxpayers and upon the city, and I respectfully ask on their behalf that your honorable body will not permit it to become a law. With very great respect,

ANDREW H. GREEN, Comptroller.

THE INSPECTOR'S BILL.

The conference committee appointed on the bill creating an Inspector of Public Works to-day reported in favor of the amendment inserted in the Senate compelling public examinations before this official. The report was agreed to in the Senate, and the bill will now go to the Assembly, and no doubt pass in this shape without any further doctoring.

CARE AND EDUCATION OF DEAF MUTES.

A good bill has just passed both houses and was to-day signed by the Governor, under which charitable institutions of all sects in the State providing for deaf mutes will be entitled to $300 per annum for the support of each person thus afflicted under their charge. Hitherto two Catholic institutions—the Westchester Protectory and another in the interior of the State—were deprived of this money. It was mainly through the exertions of Mr. William P. Kirk, Chairman of the Committee on Charitable and Religious Societies of the House, that this bill became a law.

OBITUARY.

JOHN C. GREEN, MERCHANT.

Mr. John C. Green, who died early yesterday morning at New Brighton, S. I., at the age of seventy-eight years, was one of the most distinguished and honored merchants of this country. He was born in New Jersey, and became a clerk in the house of N. L. & G. Griswold, in South street. He early evinced very marked traits of character. He made many voyages for Griswold & Co. on the ship Panama as supercargo, and was also intrusted with vessels sent to South America. In 1833 he went to Canton and entered the house of Russell & Co. It is said of him by an eminent merchant who lived in the same house with him during the whole period of his residence abroad that he bore himself with such uprightness and sound himself so faithfully to all his trusts that he became a distinguished example for younger men in the city. While on his voyages he improved every moment in study, and became, by ceaseless application, a man of rare culture in the mercantile community. While in China he accumulated a large fortune and a larger reputation for commercial ability and lofty integrity. He was a man of sterling sense and judgment almost unerring. On his return to New York, in 1839, he married a daughter of the late George Griswold, and continued his commercial business with great success. He has been for many years a director of the Bank of Commerce and a manager of and bountiful benefactor to many of the leading charitable, benevolent and literary institutions of this city. He was prominent as a patron of the New York University, of which he was, at one time, President. In 1859 he became a member of the Chamber of Commerce, in which body his merits were acknowledged to be of the noblest order. His gifts to Princeton College and other institutions were judicious and munificent, and his private bounties were almost without limit. During the rebellion his counsels and his contributions to the public service were important and constant. He was unswerving and unhesitating in his advice and action, never faltering where he saw the right. He was a brother of Chancellor Green, of New Jersey, and a brother-in-law of Frederick Frelinghuysen, Senator from New Jersey. He leaves a very large fortune.

HENRY J. HUDSON.

Henry J. Hudson, one of the oldest and most respected citizens of Newport, died quite suddenly on Thursday afternoon from dropsy of the heart. Mr. Hudson was one of the leading Freemasons of Rhode Island, and at the time of his death was a Past Master, High Priest, Eminent Commander and an officer of the Thirty-second degree of Sovereigns of the Consistory. He was a member of the city government and always had the interests of his native city at heart.

OLIVER CHARLICK DYING.

There was a report in the city last evening that ex-Police Commissioner Charlick, who has long been an invalid at his country residence, Bay View, near Flushing, Long Island, was in a critical condition and his speedy death was anticipated. He has been for several days unable to take any nourishment, was suffering extreme pain, and the council of physicians in attendance could give his friends no hope of his amendment.

THE WEATHER YESTERDAY.

The following record will show the changes in the temperature for the past twenty-four hours, in comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's Pharmacy, HERALD Building:—

	1874.	1875.		1874.	1875.
3 A. M.	32	40	3:30 P. M.	40	56
6 A. M.	33	42	6 P. M.	35	45
9 A. M.	34	47	9 P. M.	35	44
12 M.	40	51	12 P. M.	35	42

Average temperature yesterday 46¼
Average temperature for corresponding date last year 35¾

GALVESTON RACES.

GALVESTON, Texas, April 29, 1875.

This was the third day of the Galveston Jockey Club races. The weather was pleasant and the attendance large, including many persons from the interior.

FIRST RACE.—Club Purse $400; second horse $100; mile heats, best three in five.

Ella Harper	1	1	1
Sweet Bay	2	2	2

Time, 1:45¾—1:48¾—1:49¾.

All the heats were easily won.

The second race—a mile and a half dash—was won by Falmouth by two lengths, beating Austin, Flyaway and Sallie Anderson. Time, 2:45¾.

TO-DAY'S RACES.

The Gulf City Stakes, for three-year-olds, $25 entrance, play or pay, club to add $300, one mile and a half; and the Galveston Jockey Club Purse of $500, for all ages, two and a quarter miles, are announced to be run at Galveston to-day. Pools were sold on these events last night at Johnson's as follows:—

MILE AND A HALF.

Coriander	$10	15	15	15	30
Winnifred	6	13	11	10	21
Nannie F	3	6	5	4	9
Pauline Sprague / Tom Riley	4	5	4	6	12

TWO MILES AND A QUARTER.

Sam Harper	$10	15	30
Ella Harper	5	8	15
Colonel Neligan	5	7	14

HORSE NOTES.

Mr. John Hunter sold yesterday morning, to Messrs. Harbeck & Johnson, with their engagements, the chestnut filly Australind, 3 years, by imp. Australian, dam Dolly Carter (brother to Joe Daniels), and the chestnut colt Sunburst, 2 years, by Planet, dam Bettie Ward. The filly is engaged in the Fordham Handicap Sweepstakes, the Belmont, Ladies', Jerome, Hunter and Maryland Stakes, to be run at Jerome Park; Travers, Alabama and Kenner Stakes, to be run at Saratoga, and Chesapeake and Preakness Stakes, to be run at Baltimore this season. The colt is engaged in the Nursery Stakes, to be run at Jerome Park, and the Saratoga and Kentucky Stakes, to be run at Saratoga this season; also the Preakness Stakes at Baltimore, 1876; the Belmont and Jerome Stakes, 1876, and the Travers and Kenner Stakes at Saratoga, 1876. The prices paid have not transpired. Messrs. Harbeck & Johnson will send Australind and Sunburst to Baltimore this evening, where they will be taken in charge and trained for their engagements by Epn. Snedicer.

The purses advertised to close last night for the saddle and wagon trots to take place at Fleetwood Park on Tuesday next, filled as follows: Saddle race, Hazlett's b. g. Sherman, Ben. Mace's s. m. Washburn Maid and Splan's b. g. Chester. Wagon race, Gilbert's s. g. Harry Gilbert, Vanderbilt's br. m. Kate Hughes, Dan. Mace's b. g. Uncle Bill, connor's b. m. Walden Maid, Patterson's b. g. William Walsh, Murphy's b. m. Lady Trimble and Splan's b. g. Middleton.

BASE BALL NOTES.

The first game of the season in this vicinity will be played on the Union Grounds this afternoon, the contestants being the Mutual and Centennial clubs. Play will be called promptly at three o'clock. Siebert will sell pools on the game as usual in the saloon near the grounds.

To-morrow there will be four games played out of town, the most important being that at Philadelphia between the Athletics and Philadelphia clubs. At St. Louis the Red Stockings and the St. Louis nines will play their first game; in Washington the Bostons play the Washingtons, and at New Haven the Centennials and New Havens have a bout.

FIRE ON DUANE STREET.

NARROW ESCAPE FROM SUFFOCATION OF EIGHT FIREMEN.

At about half-past ten o'clock last night a patrolman of the Third precinct discovered smoke issuing from the sub-cellar of the five story brick building No. 122 Duane street, corner of Church street, occupied by Paul Zunz, importer of fancy glass. An alarm was quickly telegraphed and a detachment of engines came promptly to the scene. The sub-cellar was stored to its fullest extent with bales of glassware packed in straw, and the smoke was consequently of a very suffocating nature. The hatchways leading to the cellar, which was quite deep, were forced open by the firemen, and ladders placed inside, down which a number of the men, headed by Chiefs of Battalion Bonner and Roe carrying the hose, effected an entrance.

The smoke at this time was issuing from the cellar in dense volumes, but the firemen, undeterred by fear of danger, and an ious only to obtain the proper position from which they could successfully combat the flames, proceeded on their perilous mission.

After the men had been in the cellar some fifteen minutes a cry of alarm was heard by those at the hatchway above, and all the available firemen on the sidewalk hastened to the relief of their incarcerated comrades. Additional ladders were brought, and after considerable difficulty the men were carried to the surface, and most of them were found to be unconscious from partial suffocation. The names of the firemen are as follows:—Hugh Bonner, Chief of the Second battalion; William Roe, Chief of the First battalion; Captain Burke, of Engine Company No. 7; John Regan, Assistant Foreman of Engine Company No. 7; fireman James Campbell, of Company No. 27, and firemen James Smellin, James Masterson and Henry McAdams, of Company No. 7.

On being invigorated by the fresh air all of the men were restored to consciousness, excepting John Regan and Henry McAdams, both of whom were in such a complete state of asphyxiation that it was found necessary to remove them to the Park Hospital, where Ambulance Surgeon Smith rendered medical aid and succeeded in restoring them to consciousness, after which they were taken to their respective residences.

The total damage to the stock and building is estimated at $1,500, which is covered by insurance.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
City of Chester	May 1.	Liverpool	15 Broadway.
Abyssinia	May 1.	Liverpool	6 Bowling Green
California	May 1.	Glasgow	7 Bowling Green
Holland	May 1.	London	96 Broadway.
France	May 1.	Havre	55 Broadway
Donau	May 1.	Bremen	2 Bowling Green
Lessing	May 4.	Hamburg	113 Broadway
Manhattan	May 4.	Liverpool	39 Broadway.
Cuba	May 5.	Liverpool	4 Bowling Green
State of Georgia	May 5.	Glasgow	7 Broadway.
Rossia	May 6.	Hamburg	61 Broadway.
Adriatic	May 8.	Liverpool	18 Broadway.
City of Paris	May 8.	Liverpool	15 Broadway.
Victoria	May 8.	Glasgow	7 Bowling Green
Main	May 8.	Bremen	2 Bowling Green
Erin	May 8.	Liverpool	69 Broadway.
Rotterdam	May 15.	Rotterdam	50 Broadway
Cimbria	May 13.	Hamburg	61 Broadway
England	May 15.	Liverpool	69 Broadway
Rhein	May 15.	Bremen	2 Bowling Green
Celtic	May 15.	Liverpool	19 Broadway
City of Berlin	May 15.	Liverpool	15 Broadway.
L'Amerique	May 15.	Havre	55 Broadway
Utonia	May 15.	Glasgow	7 Bowling Green
Wisconsin	May 18.	Liverpool	29 Broadway.
State of Louisiana	May 19.	Glasgow	7 Broadway.
Westphalia	May 20.	Hamburg	61 Broadway.
Baltic	May 22.	Liverpool	19 Broadway
City of Richmond	May 22.	Liverpool	10 Broadway.
Frisia	May 22.	Hamburg	61 Broadway.
Britannic	May 29.	Liverpool	19 Broadway.
Ville de Paris	May 29.	Havre	55 Broadway

☞ NOTICE TO CAPTAINS OF VESSELS ENTERING THE PORT OF NEW YORK AT NIGHT.—The New York HERALD has adopted a distinguishing Coston night signal for use on board the HERALD steam yacht, showing white burning the colors red, green, red, changing from one to the other in succession, and can be seen several miles distant. Captains of vessels upon seeing this signal will oblige us by preparing any marine news they may have for the Ship News Department of the HERALD.

☞ Persons desirous of communicating with vessels arriving at New York can do so by addressing to such vessels, care of HERALD news yacht, pier No 1 East River, New York. Letters received from all parts of the world and promptly delivered. Duplicates are required.

ALMANAC FOR NEW YORK—THIS DAY.

SUN AND MOON.			HIGH WATER.		
Sun rises	5 00		Gov. Island	eve	4 05
Sun sets	6 55		Sandy Hook	eve	3 20
Moon rises	morn	2 50	Hell Gate	eve	5 50

PORT OF NEW-YORK, APRIL 29, 1875.

CLEARED.

Steamer Pommerania (Ger), Schwensen, Hamburg, as—Kuenhardt & Co.
Steamer City of New York, Timmerman, Havana—F Alexandre & Sons.
Steamer Cienuga (Br), Liddicoat, Bermuda—A E Outerbridge.
Steamer Leo, Daniels, Fernandina via Port Royal—H Gelpcke.
Steamer Isaac Bell, Lawrence, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamer Ann Eliza Anderson, Philadelphia—James Hand.
Steamer Navdower, Falls, Philadelphia—James Hand.
Steamer Franconia, Brazy, Portland—J F Ames.
Steamer Nebraska, Soares, Boston—H F Dimock.
Ship Plymouth Rock, Griffith, London—Grinnell, Minturn & Co.
Bark Oreole (Ital), Bagalero, Amsterdam—Funch, Edye & Co.
Bark Amalia Garguilo (Ital), Jaccarino, Trieste—Slocovich & Co.
Brig Thos Turrull, Thompson, Arroyo—L W & P Armstrong.
Brig Pathfinder (Br), Cousins, St Thomas—Henry & Parker.
Brig Ellen P Stewart, Miller, Cardenas—Jas Borland & Co.
Brig C C Sweeney, White, Matanzas—Brett, Son & Co.
Brig Akbar, Thompson, Sagua—Simpson, Clapp & Co.
Schr James R Talbot, Crocker, Cardenas—Chas. Talbot & Co.
Schr Ebenezer (Br), Bethel, Nassau, NP—James Douglass.
Schr Carrie D Allen, Newcomb, Baracoa—B J Wenberg.
Schr Nulato, Small, St George, NB—Chas L Snow.
Schr Rhoda B Taylor, Gardner, Corpus Christi—Tupper & Beattie.
Schr Bennington, Edwards, New Orleans—R H Drummond.
Schr A P Emerson, Libbey, Jacksonville—Alvah Mudgett.
Schr Windward, Staples, Charleston—Bentley, Gildersleeve & Co.
Schr Charley Woolsey, Ellis, Baltimore—Slagnt & Petty.
Schr Laura Francis, Kelly, New Bedford—Ferguson & Wood.
Sloop Ed Crollius, James, South Amboy—I B Gregg.

ARRIVALS.

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

Steamer Victoria (Br), Hedderwick, Glasgow and Moville April 18, with mdse and 34 passengers to Henderson Brothers. April 19, lat 55 09 N, lon 15 43 W, passed ship Sally, of South Shields, bound W; 28th, lat 41 14, lon 65 30, Italian bark Fereri, from Messina for New York.

Steamer State of Nevada (Br), Brace, Antwerp April 15 with mdse and 76 passengers to Peter Wright & Sons. 17th, lat 49 44, lon 9 W, spoke ship Damascus, bound east; 18th, lat 49 28, lon 25, bark Nubia (Dutch), do; same time, brig Enid (Br), do; 19th, lat 49 28, lon 24, ship Harry Morse, from New Orleans for Revel; same time, bark Olivia (Br), from Cardiff for Quebec, four days out; 21st, lat 48 20, lon 30 30, bark Jane Young (Br), from Baltimore for Aberdeen, 16 days out; 23d, lat 44 45, lon 43, ship Chemis (Br), from Havre for New York; 24th, lat 43 12, lon 46 10, bark Ellen (Br), from Dobey for Liverpool; 26th, 60 miles east of Sandy Hook, a German bark bound west, showing signal with letters Q B G C in it.

Steamer Crescent City, Curtis, Havana April 24, with mdse and passengers to Wm P Clyde & Co. April 25, off Jupiter Inlet, signalled brig Leonora, from Zaza for New York; 26th, lat 29 30, lon 79 50, schr S P Brown, from Cardenas for do; same day, lat 30 25, lon 79 20, brig Golconda, from Cienfuegos for do; 27th, off Cape Hatteras, schr Lizzie Major, from Brunswick, Ga, for Millbridge.

Steamer Gulf Stream, Jones, Wilmington, NC, 60 hours, with mdse and passengers to Wm P Clyde & Co.

Steamer Old Dominion, Walker, Richmond, City Point and Norfolk, with mdse and passengers to the Old Dominion Steamship Co.

Steamer Richmond, Kelly, Baltimore, with mdse and passengers to the Old Dominion Steamship Co.

Bark Caroline (Ger), Stricker, Bremen 40 days, with mdse to J A Pauli.

Bark San Domenico (Ital), Astingo, Savona 82 days, in ballast to Slocovich & Co. Passed Gibraltar March 8.

Bark Rogate (Nor), Wroldsen, Leghorn 71 days, with marble and rags to A H Hardy & Co. Passed Gibraltar March 8. April 23, lat 35, lon 74 30, spoke bark Emma (Ital), from Celle for New York.

Bark Bolivar (Aus), Gerolimich, Alexandria, E, 30 days, with rags to J C Seager. Passed Gibraltar March 15.

Bark George Treat (of Boston), Glim, Matanzas 14 days, with sugar to R P Buck & Co.

Schr Maggie Abbott (of Bucksport), Abbott, Para 24 days, with rubber and nuts to Burdett & Pond; vessel to B J Wenberg. April 17, lat 28, lon 67 30, spoke brig Moravia, from Boston for Ponce, PR; same time, schr R H Emerson, from Boston for Turks Island; has been 10 days west of Bermuda, with strong W and NW gales.

Schr Mary Price, Kimbel, Virginia.

☞ Ship B D Metcalf (Nor), from Liverpool, which arrived 27th and anchored at Sandy Hook for orders, came up to the city AM 29th.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer City of New Bedford, Fish, New Bedford for New York, with mdse and passengers.
Steamer Gaiatea, Walden, Providence for New York, with mdse and passengers.
Schr M Vassar, Jr, Kelly, New Bedford for New York.
Schr Evergreen, Turner, Providence for New York.
Schr Frank, Randall, Cutler, Me, for New York, with spiling to Snow & Co.
Schr Isaac Carhart, Clark, Machias for New York, with spiling to order.
Schr Elm City, Kidd, Bridgeport for New York.
Schr J J Little, Gandy, Lanesville for New York.
Schr Lady Suffolk, Armstrong, Portland for New York, with lumber to Albert Cole.
Schr Sarah Prince, Lisle, Providence for New York.
Schr Julia Ann, Caswell, Somerset for New York.
Schr Kate & Mary, Caswell, —— for New York.
Schr Thomas Hix, Hall, Rockland for New York, with lime to Candee & Pressey.
Schr Alaska, Thorndike, Machias for New York, with spiles to order.
Schr Harp, Beckett, Calais for New York, with lumber to John Boynton.
Schr B H Warford, Sprague, Providence for New York.
Schr Excel, Williams, Providence for New York.
Schr Mary Clark, Berry, Rockport, Me, for New York, with stone to order.
Schr Erie, Robinson, Machias for New York, with spiles.
Schr Mary Louisa, Clay, Bucksport for New York, with lumber to F P Smith & Co.
Schr E G Whilden, Heath, Providence for Philadelphia.
Schr Julia E Pratt, Crowell, Boston for Philadelphia.
Schr Mary Riley, Riley, Providence for New York.
Schr G C Burdett, Evans, New Haven for New York.
Schr Mail, Brooklings, Gardiner for New York, with lumber to J S Creed.
Schr Matanzas, Bragdon, Portland for New York, with spiling to order.
Schr Lizzie Raymond, Ward, New Haven for New York.
Schr Joseph E Potts, Penny, New Haven for New York.
Schr Highland Lass, Gould, Rockport for New York, with lime to J K Brown.
Schr Rushlight, Staples, Gloucester for New York, with fish to order.
Schr Joseph W Fish, Fish, Providence for New York.
Schr J McCoskey, Willard, Providence for New York.
Schr Elmire, Kinnear, Fall River for New York.
Schr Fair Wind, Mabel, Providence for New York.
Schr Wm F Burden, Adams, Providence for New York.
Schr J Goodspeed, Babcock, Wood's Hole for New York.
Schr J H Burnett, Gardner, Providence for New York.
Schr J R Atwood, Atwood, Bristol for New York, with fish to West & Co.
Schr Wm O Irish, Tirrell, Providence for New York.
Schr Falcon, Wheeler, Stratford for New York.
Schr Chas Miller, Hotchkiss, St George, Me, for New York, with fish to Rogers & Co.
Schr Alice Oaks, Marsden, Gardiner for New York, with lumber to Covert & Jones.

BOUND EAST.

Steamer Franconia, Brazy, New York for Portland.
Steamer United States, Davis, New York for Fall River.
Steamer Columbia.
Brig Ada Ide (Br), Dodd, New York for St John, NB.
Schr Benzal Titus, New York for Boston.
Schr A Lawyer, Cook, New York for Calais.
Schr Hattie Lou, Ryan, New York for Hartford.
Schr Mary Isabel, Jarvis, New York for Hartford.
Schr Sarah Elizabeth, Ewing, Hoboken for Providence.
Schr Blackstone, Hickson, Hoboken for Providence.
Schr Wm Whitehead, Nichols, Hoboken for Providence.
Schr Eliza & Rebecca, Hickman, New York for Providence.
Schr Porto Rico, Wentworth, Hoboken for Boston.
Schr A & E Parker, Murray, New York for New Haven.
Schr A G Lawson, Fitzpatrick, New York for Providence.
Schr Millie Frank, Edwards, New York for Port Jefferson.
Schr Monticello, Morgan, New York for Rockland.
Schr J & G Young, Steelman, Hoboken for Providence.
Schr Decatur Oaks, Pillsbury, Hoboken for Providence.
Schr L O Wells, Wells, Port Johnson for Providence.
Schr R K Tull, Guptill, Baltimore for Bridgeport.

SAILED.

Steamers Pommerania (Ger), Hamburg; City of New York, Havana; Cautina (Br), Bermuda; Etna (Br), Port au Prince, &c; Leo, Fernandina via Port Royal; Isaac Bell, Richmond, &c; Albemarle, Lewes, Del; ships Charter Oak, Shanghai; Sydenham (Br), London; Beeman (Br), Liverpool; barks Montezuma, Barbados; Cottardin (Ital), Rotterdam; H D Stover, Havana; Prospero (Ital), Cork; Æolus (Ger), Bremen; Alianza (Sp), Cadiz; Augvaid (Nor), Lisbon; Carris L Tyler, Leghorn; brigs Prince Le Boo (Br), Laguayra and Porto Cabello; F I Merryman, Jacmel; Sea Bird (Br), Laguayra and Maracaibo; schrs A Wiley, Governor's Arbor; Georgetta Lawrence, New Orleans (see Miscellany).

MARITIME MISCELLANY.

☞ See cable news.

SHIP ST LAWRENCE (Br), Johnson, from San Francisco for Liverpool (before reported), put into Acapulco April 3 in a leaky condition, having met with stress of weather and thrown overboard from 30 to 40 tons of cargo. The cargo was shifted forward and the leak discovered on the 3d, and would be easily stopped. She would continue her voyage in a few days.

BARK ADELA (Br), Barnett, from Boston for St Johns, NF, before reported overdue, arrived at her port of destination April 29 somewhat damaged by ice.

BARK GAZEE, 967 tons, built at Newburyport in 1858, has been sold—understood to be put under the English flag—terms private.

BRIG SERPENT (of St Thomas), Olsen, from Honduras for London, with a cargo of mahogany and fustic, put into Key West April 20, leaking badly.

SCHR JOHN J WADE, from Cienfuegos for Philadelphia, put into Fortress Monroe April 29, short of provisions. She was supplied and sailed same day.

SCHR LETTIE (Br), Parker, at Portland 29th from Demerara, experienced heavy weather and lost bowsprit and ran short of provisions.

SCHR NORTHERN HOME (Br), Tewksbury