THE STATE CAPITAL

Speaker McGuire Striking Out Again.

MR. JOHN KELLY AND HIS PUPILS.

Tammany to Hold a Council of War To-Day.

The Court of Arbitration and the Chamber of Commerce.

ALBANY, April 30, 1875.

Notwithstanding the fact that "the responsible majority" of the House passed a resolution to adjourn *sine die* on the 23d of April, it is singular they to-day took a recess until Monday evening. This action does not exhibit any particular anxiety on their part to hurry through with business so that we can get home in time for the Fourth of July celebration. The Senate's resolution to separate finally on the 5th of May still lies on the table. There is not the slightest chance of getting through by this time, and I am fearful that linen coats and straw hats may be seen on the floor of the House before we hear the last rap of Speaker McGuire's gavel.

A LEVEE BY MR. JOHN KELLY.

The leader of Tammany Hall, Mr. John Kelly, was on the floor of the House to-day for a considerable time, accompanied by E. D. Gale, J. R. Fellows and other lights of the Wigwam. Many of the New York delegation nervously paid their respects to the great arbitrator of their political future. They clustered around the capacious form of Mr. Kelly and watched patiently for a smile of recognition, when they returned to legislative duties with great apparent satisfaction as if leaving the presence of gracious royalty itself. Speaker McGuire also dropped over to where Mr. Kelly sat. The attack of yesterday by the Speaker upon the "automatons" of Tammany Hall and its leadership seemed to have been forgotten. Both gentlemen chatted pleasantly for a few minutes and separated.

CAUSE OF THE RECESS.

After adjournment I questioned one of the independent New York members, who did not attend this levee, why a recess had been taken until Monday. "Well," he responded, "Mr. Kelly wants to go home. A council of war upon the situation is to be held in New York on Saturday. The condition of things here is mighty squally, and tammany, as now constituted, wants to prevent the passage of any law which may interfere with present prerogatives. Mr. Kelly wants an early adjournment and has advised members he claims to control of his wishes in this respect."

THE MILITANT SPEAKER AGAIN.

The Conference Committee's report on the Inspectors' bill was adopted this morning by the Assembly, and it will now become law in the shape as amended by the Senate. Pending the disposition of this matter Speaker McGuire rose to a question of privilege. He called attention to the severe criticism of his action on this bill, published in the *World* and Elmira *Gazette*, in which he had been accused of corruption and other crimes. The gentleman would pass all this by as the idle wind. He had stood upon democratic doctrine in preventing the appointment of a State spy to hold a Star Chamber examination, and he did not propose to take the back track. He had marked out a policy of free government as against centralization of power, and he felt confident he had done his duty. He welcomed back his democratic colleagues into the fold of correct legislative action, and concluded a vigorous speech in the announcement that he felt like killing the "fatted calf" in their honor.

Mr. Daly could not see the philosophy of Mr. McGuire's remarks, and explained the acceptance of the Senate's amendments by the House as a proof of willingness to receive any species of legislation tending to strengthen the hands of the Governor in his reform fight.

This incident further illustrates the amiable feeling which exists on all matters of legislation between members of "the responsible majority." The latest episode again brings the democratic chairman of the Committee on Cities and the democratic speaker in bitter wrangle. To the credit of the former it must be said that he is always courteous in debate.

THE NEW YORK ELEVATED RAILROAD.

The bill empowering the New York Elevated Railroad Company to extend its tracks was also passed in the House to-day. From present appearances there is very little chance of any properly considered rapid transit measure receiving the sanction of the present Legislature. Days, weeks and months have passed over and no action has been taken to give the people of New York city the inestimable benefits of rapid transit. Days and weeks have been frittered away in frivolous discussions on unimportant matters. Claims of jobbers, politicians and speculators have been considered, but the great need of the poor men and women daily compelled to stand hours in street railroad cars in New York city has been thoroughly neglected. Will not our legislators wake up at the last moment to this crying necessity of hundreds of thousands of our fellow citizens? If not their record on this subject of rapid transit will be recollected at the election of November next.

The bill increasing the powers of this Elevated Railroad Company, being the only corporation which has established any real, practical step in the direction of rapid transit for New York city, ought to be passed in the Senate. I understand that all objectionable features contained in the original bill have been stricken out.

THE PROCEEDINGS.

SENATE.

ALBANY, April 30, 1875.

BILLS REPORTED.

By Mr. ROBERTSON—Amending the New York Election law, which was ordered to a third reading; also amending the State Tax law.

Mr. COLE reported the bill to provide letting the work on the canals for a consideration.

The Senate agreed to the report of the committee of conference on the General Savings Bank bill.

THE COURT OF ARBITRATION.

In Committee of the Whole the bill relative to the Court of Arbitration of the Chamber of Commerce of the State of New York, and providing for the expense thereof, was considered.

Mr. FOX insisted that as this Court adjudicated cases in which the whole world was interested the city and county of New York should not be saddled with paying the expenses thereof.

Mr. WOODIN argued that the city and county of New York were more interested than all the rest of the world put together.

Mr. KING said the people asked for legislative action on the question.

Mr. GROSS said that Mr. King took great pleasure in piling up taxes upon the people of New York.

Mr. WOODIN argued that the memorial sent to the New York members asking for the passage of the bill embraced the names of gentlemen who represented one-third of the wealth and paid out-third of the taxes of the city. He also said that he had positive information that the Court of Arbitration had disposed of thirty cases in December, thirty-seven in January and in February still more.

Mr. GROSS said the people of the city were opposed to the payment of the salary of officers of this court on the ground of no representation, no taxation. If the city was to pay the salary of officers it should also assume the responsibility of managing the court.

Mr. WOODIN said they could not manage it as was proposed by this bill. If the city attempted to do it it would cost $100,000. All that this bill provides for is the payment of the salaries of the arbitrator, $10,000, and clerk, $3,000.

Mr. PARKENTER said that according to the constitution, the salary, which had been established by the Chamber of Commerce, could not be interfered with by legislative enactment during the term of service. The bill was read through by the Clerk. The last section provides that the litigants before this Court shall pay $25 each to the Clerk, which sum shall be paid into the city treasury, and that the Clerk shall collect $10 for all contracts drawn up, which shall also be paid into the city treasury.

Mr. FOX said he would reserve the right to move in the Senate to strike out these amendments.

The general provisions of the amendment to section 29, as suggested by Mr. Woodin, are that the arbitration clerk shall make a sworn return on the 1st day of each month of all the fees received by him during the preceding month, and file the same with the Chamberlain of the city of New York, and at the same time he shall pay over all moneys received by him for such fees during each month to the Chamberlain of said city, for the use and benefit of the city. The arbitration clerk shall make and file with the Comptroller of the city of New York a good and sufficient bond to the Mayor, Aldermen and Commonalty of the city of New York, with sureties and in a form to be approved by said Comptroller, in the sum of $10,000, conditional for the faithful performance of his duties under this act. The bill was ordered to a third reading.

THE BOARD OF EDUCATION.

Mr. BOOTH introduced a bill authorizing and empowering the Commissioners of the Sinking Fund of the city of New York to assign to the Board of Education certain property to be used for school purposes. It provides for conveying certain property belonging to the city and situated between sixty-seventh and Sixty-eighth streets and Lexington and Fourth avenues, as they may deem suitable for the erection of an edifice for a grammar and primary school, and on such conditions as they shall deem proper and for the use of said Board.

Recess till half-past seven P. M.

EVENING SESSION.

The Senate reassembled at half-past seven P. M., when the President announced as a committee of conference on the bill relative to the sale of the lateral canals Messrs. Woodin, Coe and Johnson.

The following bills considered in Committee of the Whole were ordered to a third reading:—

To regulate the course of proceedings in trials for felony after a previous conviction for that crime.

Amending the code of procedure so as to provide for the foreclosure of liens on personal property.

Adjourned.

ASSEMBLY.

ALBANY, April 30, 1875.

The report of the conference committee on the General Appropriation Bill, noticed in the Senate yesterday, was agreed to.

The bill providing for an investigation as to the sale of the lateral canals was received from the Senate amended so as to commit the matter to the Canal Board.

Mr. PAGE moved a non-concurrence and the appointment of a conference committee. Adopted.

The bill providing for an inspector of public works, as agreed upon by the conference committee, was reported, and the report agreed to—yeas 80, nays 2 (T. C. Campbell and Schoellkopf).

MCGUIRE AGAIN.

Mr. MCGUIRE took the floor and in a question of privilege alluded to the denunciations he had been subjected to in the New York *World* and Elmira *Gazette* for his advocacy of the Senate amendments to this bill now agreed to. He said these amendments had been characterized as being in the interest of a corrupt canal ring. The charges of corruption were freely made in connection with this matter, and he was denounced as attempting to bring the House under the power and influence of a corrupt canal ring. He challenged any man here or elsewhere to say he had attempted to bring one single member to the support of these amendments. He had simply discharged his duties here as a member of the House for the best interests of the people and of the democratic party. But he took pleasure in welcoming back into the folds of the democratic party those members who had for the moment gone off after strange gods. He was certain the provisions to establish a star chamber were not democratic, and he was so rejoiced at the return of his democratic friends that he would, if he could, kill the fatted calf and invite them all, as was the prodigal child, to a feast.

Mr. DALY, in a question of privilege, said that the friends and advocates of the Assembly bill were not entirely satisfied with the bill in its present shape, but they were content to take what they can get. They had thought that they could carry the original bill through this House, but did not expect to do so in the Senate.

Mr. MCGUIRE—Whom do the gentleman mean when he says "we?" Does he mean to include His Excellency?

Mr. DALY—No, sir; not at all. He said he had used the plural simply to include those who acted on the bill here, and he added that in his action he was actuated by honest motives only. He had nothing to say in behalf of Tammany Hall. He had been a member of that organization for only one year, and the moment he was satisfied that it was dishonest that moment he would sever his connection with it. But he denied that Tammany Hall had taken any part in this matter.

Mr. MCGUIRE disavowed having said that Tammany Hall had taken a leading part in reform, and here the matter was dropped.

BILLS PASSED.

Authorizing the Common Council of New York to reopen Bloomingdale road, or old Broadway.

Mr. TALMADGE called up the motion made yesterday by Mr. Worth to reconsider the vote to passage of the bill to vacate certain assessments for lands taken for Prospect Park, and then said he hoped the motion would not prevail. He sustained the bill. The motion to reconsider was lost by a vote of 31 to 60.

INSURANCE COMPANIES.

To tax stockholders of life, fire and marine insurance companies.

Mr. HUSTED moved to recommit this bill, with instructions to strike out the first section. This motion renewed the debate had on this bill several days since.

The bill was finally put upon its final passage and passed—66 to 31.

THE NEW WARDS.

Amending the act to provide for annexing certain towns of Westchester county to New York.

RAILROADS ON LEASE.

Amending the act relative to railroads held under lease, which provides for the transfer of stock. It allows corporations of other states to avail themselves of the provisions of the act. This bill was lost, and a motion to reconsider was laid on the table.

Authorizing and requiring the New York Elevated Railroad Company to continue and complete its road.

Mr. VOSBURGH reported the bill regulating pilotage in the port of New York.

BILLS REPORTED.

Relative to the support of the blind in New York.

To provide for the employment of convicts in New York.

Also for the drainage of lands in New York.

Also regulating processions in New York.

Adjourned until Monday morning.

AMUSEMENTS.

LYCEUM THEATRE—AIMEE'S ENGLISH ACT.

In the sparkling opera of "La Jolie Parfumeuse," one of the most attractive works of the extensive *répertoire* of *opéra bouffe*, Mlle. Aimée last evening introduced one of Therese's songs, "Les Canards," and a song and dance of the veritable minstrel pattern, "Pretty as a Picture." The house was crowded to overflowing and the fair artist received very many encores for her "English act." Her pronunciation of our vernacular was very correct, although it lacked the unction of the plantation, and Birch or Backus would have envied the peculiar swagger and tantalizing break down that followed each verse. Mlle. Aimée should now turn her attention seriously to some light skeet bes of the song and dance order in English, and then that she may yet attain a leading position in English opera and organize a troupe of her own. In *opera bouffe*, in her own language, she is inimitable.

STADT THEATRE.

There was a gala performance at the Stadt Theatre last evening for the benefit of H. Grün, the aged German poet. "Der Verkauf Joseph's nach Ægypten" was creditably represented by Mr. Neuendorff's company.

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	4 Bowling Green
California	May 1.	Glasgow	7 Bowling Green
Holland	May 1.	London	69 Broadway
France	May 1.	Havre	55 Broadway
Donau	May 1.	Bremen	2 Bowling Green
Leonie	May 4.	Hamburg	61 Broadway
Manhattan	May 4.	Liverpool	29 Broadway.
Cuba	May 5.	Liverpool	4 Bowling Green
State of Georgia	May 5.	Glasgow	7½ Broadway.
Holsatia	May 6.	Hamburg	61 Broadway
Adriatic	May 8.	Liverpool	19 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 13.	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
Utopia	May 15.	Glasgow	7 Bowling Green
Wisconsin	May 18.	Liverpool	29 Broadway.
State of Louisiana	May 20.	Glasgow	7 Broadway.
Westphalia	May 20.	Hamburg	61 Broadway.
Baltic	May 22.	Liverpool	19 Broadway
City of Richmond	May 22.	Liverpool	19 Broadway.
Frisia	May 27.	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	4 59	Gov. Island	eve 5 00
Sun sets	6 56	Sandy Hook	eve 4 15
Moon rises	2 56	Hell Gate	eve 6 45

PORT OF NEW YORK, APRIL 30, 1875.

CLEARED.

Steamer California (Br), Ovenstone, Glasgow—Henderson Bros.

Steamer Acapulco, Gray, Aspinwall via Savanilla—Pacific Mail Steamship Co.

Steamer Octarora, Reynolds, Baltimore—W Daizell.

Steamer Bristol, Wallace, Philadelphia—Jas Hand.

Ship Empire, Leckie, San Francisco—Simonson & Howes.

Ship Fleetwing, Guest, Philadelphia—Vernon H Brown & Co.

Bark Ros (Nor), Tonnesen, Limerick—C Tobias & Co.

Bark Carla (Nor), Tonnesen, Bremen—Funch, Edye & Co.

Brig Gem, Pierce, Barbados—D Trowbridge & Co.

Brig Eaglet (Br), Davis, Ciudad Bolivar—Jas Henry.

Brig Wm Robertson, Peake, Arroyo—Parsons & Loud.

Schr Silver Spray, Hathorn, Miragoane—S Murray, Jr.

Schr Pest Boy, Robinson, St Thomas—Peniston & Co.

Schr A D Henderson, Henderson, St Kitts—Cartwright & Harrison.

Schr Reindeer, Howard, Harbor Island—B J Weinberg.

Schr Emma (Br), Buckard, St John, NB—Henry & Parker.

Schr Alice M Allen, Brigham, Baltimore—W Chalmers.

Schr Henry Gibbs, Coffin, New Bedford—Ferguson & Wood.

Schr Harvest, Corwin, Bristol—H W Jackson & Son.

Schr Empire, Fitzgerald, New Haven—Delanoy & Cottrell.

ARRIVALS.

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

Steamer Cuba (Br), Martyn, Liverpool, April 17th, and Queenstown 18th, with mdse and 260 passengers, to G G Francklyn; April 23, lat 43 lon 41, spoke bark Rising Sun (Br), bound west; 25th, lat 45 lon 42, bark Matilda Hilyard (Br), from Liverpool for Melbourne, N S.

Steamer Georgia, Crowell, Charleston April 27, with mdse and passengers to J W Quintard & Co.

Ship Caroline (of London), Cyrma, Shampoa Dec 15, via Hong Kong 19th, with mdse to A A Low Bros; vessel to Peabody, Willis & Co. Passed Amher Jan 5; Cape of Good Hope, Feb 14, crossed the Equator March 21 in lon 32; had light winds and calms to Bermuda; from thence 14 days, with strong westerly gales. March 24, lat 1 30 N, lon 35 45, spoke ship Belvedere, from Calcutta for Boston; April 27, lat 35 N, lon 70, off south shore, bound south.

Bark Conqueror (of Liverpool), Davidson, Shanghae 119 days, with teas to order; vessel to W F Bailey. Passed Java Head Jan 15, Cape of Good Hope Feb 28, St Helena March 13 and crossed the Equator March 30 in lon 27 17 W. Feb 25, off the Cape of Good Hope, spoke ship Lochleven Castle (Br), from Maulmein for Liverpool; March 30, lat 1 32 N, lon 32 05, bark Westburn (Br), from Lancaster for London; April 25, lat 35 49, lon 72 45, passed an American schooner steering north, with loss of foremast showing white signal with red border and blue square with an eagle in it; same time, passed a Norwegian bark (from Liverpool for New York, showing signal with letters J D K N in it.

Bark Orwaroid (Nor), Johannesen, Liverpool 37 days, in ballast, to order.

Bark Balder (Swe), Wulff, London 60 days, in ballast to Funch, Edye & Co.

Bark Monte Tabor (Ital), Aduino, Gloucester 50 days, in ballast to J C Seager.

Bark Annie Troop (of St John, NB), Rotterdam 48 days, with mdse to J W Elwell & Co.

Bark Emma (Aus), Lucovich, Cette 58 days, in ballast, to Slocovich & Co. Passed Gibraltar March 8; was 30 days west of Bermuda, with a succession of W and NW gales.

Bark Letizia (Ital), Castellano, Naples 80 days, with fruit to order; vessel to Slocovich & Co. Passed Gibraltar March 10.

Bark Pasqualino (Ital), Cacace, Naples 90 days, in ballast to Funch, Edye & Co. Passed Gibraltar March 7.

Bark Matteo (Ital), Lauro, Castellamare 72 days, with fruit to order. Passed Gibraltar March 1.

Bark Young Eagle (of St John, NB), Simpson, Montevideo 65 days, with hides, &c, to master; crossed the equator April 2, in lon 37 W; April 17, lat 30 17, lon 65 14, spoke bark Bidder Kirk (Ger), from Liverpool for Hampton Roads; 18th, lat 30 50, lon 66 32, brig Exampler, from west coast of Africa for Boston; 20th, lat 32 50, lon 69 14, brig Pedro, hence for St Domingo; 28th, lat 37 50, lon 74, bark "Morning Dew," from Sagua for Boston.

Barq J L Pendergast (of Quebec), Bates, Rio Janeiro 66 days, with coffee to Pendergast, Bros & Co. Crossed the equator March 25, in lon 41 40 W.

Bark Confluentia (Ger), Koelling, Rio Janeiro, 66 days, with coffee to G Amsink & Co; vessel to order. Crossed the Equator March 24, in lon 34 W.

Barq Hazard (of Salem), Karstens, Pernambuco 35 days, with sugar to H H Swift & Co. Crossed the Equator April 1 in lon 39 20.

Bark Gazelle (of New Haven), Duntze, Point-a-Pitre (Guad) 25 days, with sugar, &c, to H Trowbridge's Sons. Been 7 days north of Cape Hatteras, with strong NE and NW gales; April 17, lat 33 lon 72, hence for Arroyo.

Bark Bessie Simpson (of St Andrews, NB), Bradford, Calbarien, 20 days, with sugar to Simpson, Clapp & Co. Was 15 days north of Hatteras, with strong NW and NE gales.

Bark Hattie H (of Windsor, NS), Fulton, Cienfuegos 16 days, with sugar to J F Whitney & Co.

Bark Osseo (of Halifax, NS), Fulton, Cienfuegos 15 days, with sugar to Trudjere & Avilas; vessel to master.

Bark Josie Mildred, Ginn, Matanzas 17 days, with sugar to J Morgan & Co; vessel to J E Ward & Co.

Bark Allegra (Ger), Kempe, Sagua 17 days, with sugar to Messrs. Taylor & Co; vessel to C Tobias & Co.

Bark James G Primrose (of Pictou NS), McDonald, Sagua, 12 days, with sugar to Waydell & Co. Had heavy weather, lost and split sails and shifted cargo.

Barq Kings Bars, Vesey, of and from Bermuda 13 days, with produce to Jones & Lough. Encountered strong westerly gales to Hatteras; from thence 9 days.

Brig Temi (Aus), Sterck, Gloucester 49 days, in ballast to order.

Brig L Staples (of Stockton), Stowers, Palermo 73 days, with fruit to Develin & Rose; vessel to Carver & Barnes. Passed Gibraltar March 1, April 23, lat 37 15, lon 67 30, spoke bark Formica (Nor), from Philadelphia for Glasgow.

Brig Westley & Sevmor (of Parrsboro, NS), Knowlton, Messina, 42 days, with fruit to Lawrence, Giles & Co; vessel to J W Whitney & Co. Passed Gibraltar April 1; no date, Henry Fiskett, seaman, of Hallard, aged 20 years, fell from the maintop to the deck and was instantly killed.

Brig Volant (Arg), Stein (late Ruter), Pernambuco 38 days, with sugar to C Lu ing & Co. Crossed the Equator March 29 in lon 35 49. The late captain (Ruter) was taken down with yellow fever the third day out from Pernambuco, and died April 7 of black vomit, and was buried at sea. April 24, lat 35 43, lon 73 35, Nicholas Wagner, seaman, a native of Germany, aged 22 years, fell from the foretopsailyard overboard and was lost.

Brig Daniel Trowbridge (of New Haven), Rogers, Barbados 25 days with molasses and 6 passengers to D Trowbridge & Co. Experienced strong NW gales for the last 12 days; April 24, lat 36 lon 71, passed a schooner steering west with her foremast gone.

Brig Cleta (of Halifax, NS), Morgan, Belize, Hon, 25 days, with logwood, &c, to William Jex & Co.

Brig Gazelle (of Harrington), Small, Cardenas 13 days, with sugar to Peter V King & Co; vessel to Brett Son & Co.

Brig Lochinvar (of Shelburn, NS), Nickersen, Cardenas 13 days, with sugar to order; vessel to Henry & Parker.

Brig M E Rowland, Lawton, Cardenas 13 days, with molasses to R H Howell & Co; vessel to Swan & Co.

Brig Ethel Bolton (of St Andrews, NB), Haney, Cardenas 13 days, with sugar and molasses to order; vessel to Henry & Parker. Had strong N and NE gales the entire passage.

Brig J Williams (of Windsor NS), Lewis, Cienfuegos 12 days, with sugar to J & G Fowler; vessel to J F Whitney & Co. Had heavy weather lost and split sails.

Brig Mystonia, Higgins, Sagua 10 days, with sugar to J M Mora; vessel to James Henry.

Brig Laura Gertrude, Risk, Brunswick, Ga. 12 days, with naval stores and railway ties to Dolinger, Potter & Co. Had strong N and NE gales the entire passage.

Schr Harriet Brewster (of Brooklhaven), Squires, Rio Grande 76 days, with Brazil nuts to Gaskell & Co; vessel to A Abbott. Crossed the equator March 5, in lon 41 W; had heavy weather; had decks swept, galley, cabin companionway and boat stove, &c; April 21, lat 32, lon 66, spoke brig Express, from —— for Boston.

Schr Waterline (of Boston), Whittemore, Maceio 35 days, with sugar to H H Swift; vessel to master. Crossed the Equator April 1 in lon 35, W.

Schr J M Riley (of Harrington), Boynton, Cardenas 17 days, with sugar to Chas Luling & Co; vessel to Brett, Son & Co.

Schr Mary Nowell (of Philadelphia), Nowell, Cardenas 13 days, with sugar to Arrimedi, Minturn & Co; vessel to Brett, Son & Co. April 26, 8 miles north of Memory Rock, Bahamas, saw a large ship ashore, apparently British, about 800 tons burthen, painted black and sails all set; appeared to have just gone on; wreckers were going to her assistance.

Schr Fred Smith, Smith, Calbarien, 15 days, with sugar to F H Smith & Co.

Schr Matilda Brooks, Jones, Calbarien 16 days, with sugar to Jonas Smith & Co.

Schr Carleton, Albury, of and from Nassau 13 days, with pines to Monteil & Son.

Schr Hiawatha (of Newburyport), Tobin, Baracoa 13 days, with fruit to J & Y Pearsall; vessel to B J Weinberg. April 24, lat 32 24, lon 73 30, spoke schr Laura A Webb, hence for Baracoa.

Schr Cecile, Anderson, Baracoa 13 days, with fruit to J Siuhi & Co; vessel to B J Weinberg.

Schr Azelda & Laura, Jorgenson, Baracoa 10 days, with fruit to Alex Douglas & Son; vessel to B J Werberg.

Schr Ada Crane (of Harwich), Mckerson, Baracoa 10 days, with fruit to J Liuhi & Co; vessel to B J Wenberg.

Schr Gen Grant, Hawes, Harbor Island 10 days, with fruit to Joseph Eneas; vessel to master. Experienced strong W and NW gales.

Schr Speedwell (of Rockland), Spaulding, Harbor Island 8 days, with pineapples to Wm Douglass; vessel to B J Wenberg.

Schr Gen Grant (of Gloucester), Bowie, Rock Sound 7 days, with pines to Jas Douglass; vessel to B J Wenberg.

Schr Mollie, Atherton, Fernandina, 10 days, with lumber to John Boynton, Son & Co; vessel to Jed Frye & Co.

Schr A L McKeen, McKeen, Jacksonville 11 days, with lumber to Alsop & Clark; vessel to master.

Schr Jennie Middleton, Whitaker, Cedar Keys, Fla, 13 days, with cedar to E Faber & Co; vessel to Evans, Ball & Co.

Schr C H Eaton (of Calais), Young, St Mary's River, Ga. 12 days, with lumber to John Boynton, Son & Co.

Schr Burdett Sarg, Brooks, Savannah 9 days, with lumber to order; vessel to master. Oldderslieve & Co.

Schr Mary Louisa, Gassell, Washington, NC, 4 days, with naval stores to Z Mills.

Schr C B Rice, Adams, Chincoteague.

Schr Napoleon, Lyman, Virginia.

Schr Sidney Hunsell, Newton, Virginia.

Schr Florida, Evans, Virginia.

Schr H J Raymond, Cranmer, Virginia.

Schr J & D Cranmer, Townsend, Virginia.

Schr D E Sawyer, Bennett, Virginia.

Schr S J Hoyt, Cranmer, Virginia.

Schr B Olyphant, Truex, Virginia.

Schr T H Kirk, Robinson, Virginia.

Schr F Bell, Cole, Virginia.

Schr W H Rutan, Wooley, Virginia.

Schr Breese, Smith, Virginia.

Schr J S Gilmore, Smith, Virginia.

Schr W S Woodhull, Smith, Virginia.

Schr G P Wright, Cropper, Virginia.

Schr Emma, Lyman, Virginia.

Schr F P Simpson, Jackson, Virginia.

Schr C B Jones, Shaw, Virginia for New Haven.

Schr Cetacean, Higgins, Virginia for New Haven.

Schr H P Simmons, Willis, Virginia for Hempstead Bay, LI.

☞ Bark Kong Sverre (Nor), Maisen, from Kragaroe, which arrived 28th, and anchored at Sandy Hook for orders, came up to the city PM 30th.

PASSED THROUGH HELL GATE

BOUND SOUTH.

Steamer City of Fitchburg, Springer, New Bedford for New York, with mdse and passengers.

Steamer Albatross, Davis, Fall River for New York, with mdse and passengers.

Steamer Bolivar, Geer, New London for New York, with mdse and passengers.

Schr Haze, McManes, Greenwich for New York.

Schr George Gilman, Smith, Lubec for New York, with fish to Jed Frye & Co.

Schr Sarah W Blake, Briggs, Dighton for New York.

Scur Charter Oak, Fuller, Portland for New York, with lumber to J S Creed.

Schr Ella Barnes, Barnes, New Haven for New York.

Schr Favorite, Hubbard, New Haven for New York.

Schr Mary A Smith, Jackson, New London for New York.

Schr Alice, Ryder, Providence for Philadelphia.

Schr W W Pharo, Blinsham, Providence for New York.

Schr Charles Sherwood, Jones, Providence for New York.

Schr Warren Gates, Smith, Millstone Point for New York, with stone to order.

Schr Fell S O Vught, Hallock, Hartford for New York.

Schr J H Bartlett, Barrett, Greenport for New York.

Schr Scud, Guptill, Addyville for New York, with lumber to order.

Schr Ole Zack, Johnson, Providence for New York.

Schr Alice Scranton, Lathrop, Connecticut river for Harlem, with stone to order.

Schr Virginia, Bearse, New Bedford for New York.

Schr Wm L Peck, Bunce, Hartford for New York.

Schr Potter & Hooper, Bradbury, Newport for Haverstraw.

Schr John Lozier, Lincoln, Somerset for New York.

Schr Wm Allen, Jones, New London for New York.

Schr Emma, Cook, Taunton for New York.

Schr Shepard A Mount, Gandy, Providence for New York.

Schr Almira Woolsey, Fish, New Haven for Georgetown.

Schr E Waterman, Hinckley, New Bedford for New York.

Schr Albert Jameson, Jameson, Rockland for New York, with lime to Candee & Pressey.

BOUND EAST.

Schr Gen Howard, Thomas, Hoboken for Boston.

Schr Cetacean, Allen, Virginia for Provincetown.

Schr Emma Titus, Hoboken for Boston.

Schr B L Eaton, Eaton, Hoboken for Providence.

Schr Revenue, Kelly, Hoboken for Portland.

Schr Henrietta, Linden, Hoboken for Providence.

Schr Granite State, Searles, Hoboken for Boston.

Schr Success, Gardiner, Port Johnson for Providence.

Schr Maggie Bell, Hall, Hoboken for Bangor.

Schr Laura Routnson, Robinson, Elizabethport for Pawtucket.

Schr Wm Bement, Harris, Rondout for Boston.

Schr Jerry, Barrett, Hoboken for Providence.

Schr S Allen, Gould, Haverstraw for Providence.

Schr Wm Voorhis Goldsmith, Haverstraw for Providence.

Schr Leontine, Clarkson, New York for Providence.

Schr Eliza, Kelly, New York for Bridgeport.

Schr Wm Gray, Allen, New York for Eddyville.

Schr Rival, Dunlion, Hoboken for Boston.

Schr Mabel Hall, Bradley, Hoboken for Portsmouth.

Schr Wm H Woodall, Woodall, Virginia for New Haven.

Schr Cherub, Fletcher, Rondout for Boston.

Schr Casco Lodge, Bearse, Rondout for Bangor.

Schr White Rock, Lafferty, New York for southport.

Schr Louisa Frances, Kelly, New York for New Bedford.

SAILED.

Steamer Acapulco, Aspinwall; ship Cashmere (Br) Liverpool; barks Lydia (Br), Sagua la Grande; Sandy Hook, Cardenas; Hebe (Ger), Bremen; Rhos Brooks, Guantanamo; Friedhof (Nor), Bordeaux; Elba, Havana; Juventa (Nor), London; brigs Thos Turrull, Arroyo; C C Sweeney, Matanzas; J Boynes Owen, St Jago; Allen F Stewart, Cardenas; schr Laura, St Kitts.

OUR MARINE CORRESPONDENCE.

NEWPORT, RI, April 30, 1875.

Schr Margie, Capt McFadden, of Eastport, Me, with a cargo of 286 hhds of sugar for Nash, Spaulding & Co, o Boston, from Humacoa, PR, arrived here this morning in distress. The captain makes the following report:—Sailed from Humacoa April 8, and had fair weather until we reached lat 31, lon 70 51, when we took a heavy ESE gale, during which had our sails so badly damaged that they were of no use to us for five days, when we temporarily repaired them. Were 15 days north of Hatteras. Took southerly winds and scudded into the Gulf Stream, in lat 34 06, lon 72 40, split mainsail and carried away all the iron work to mast head from main boom; had to send down gaff topsail s to bend for lower sails. During the gale the vessel was considerably strained and she began to leak. The crew are considerably used up. Capt McFadden further states that in 35 voyages to Cuba, he has never experienced such a rough passage as the present. He will be obliged to have new sails and a thorough overhauling before proceeding.

MARITIME MISCELLANY.

☞ See cable news.

STEAMER THOMAS E HULSE, sunk at the foot of Vesey street, in 33 feet of water, has been raised and floated by S R Lowe, submarine engineer.

BARK CANN, Williams, from Boston for Arica, before reported at Rio Janeiro in distress, was leaking at the rate of five inches per hour on her arrival. As the leak is supposed to be in the bottom of the vessel she will probably have to discharge all her cargo.

BARK KAFFIRLAND (Br), from Aspinwall, which put into Kingston, Ja, leaky, had been condemned April 9, and was to be sold.

BRIG PROTEUS, from Cardenas for Boston, at Vineyard Haven, was 14 days north of Hatteras, with continued gales from west to northwest; on 15th, in a heavy gale from the Northwest, split sails and started cargo.

BRIG DEBORAH S SOULE, which arrived at Philadelphia April 23, from Matanzas, was 12 days north of Hatteras with heavy weather, in lat 36, lon 75, during a northwest gale carried away jibboom and headgear and lost and split sails.

SCHR JOHN C SMITH, at Philadelphia, from Cardenas, experienced heavy weather the entire passage, 26th inst, lat 38 lon 74, picked up a water cask marked "D Ellis, of Rockland, Me."

SCHR D & J LEE, Smith, from New York for Havana, in a heavy gale on the 18th inst, sprung aleak and arrived at Norfolk April 30. She will have to discharge.

SCHR TIDAL WAVE, Waters, from Hatteras Inlet, put into Norfolk April 29 for repairs, of what nature not stated.

SCHR THEODORE DEANS, from Georgetown, DC, with a cargo of coal, for Fall River, put into Norfolk, April 30, leaking badly.

SCHR D M ANTHONY, from Providence, before reported damaged at Georgetown, DC, was hauled up on the ways at Alexandria on the 29th for repairs.

SCHR HELEN A BOWEN, Alexander, at Charleston April 27 from Cardenas, while hauling into her berth, was struck on the stern by the wheel of the steamer Charleston, while the latter was under headway, proceeding to her berth. The schooner received some damage to her stern planking.

SCHR MARGARET CROCKARD, from Tahiti for San Francisco, is reported to have been capsized, no date, &c, by an arrival at San Francisco. The schooner had on board the officers and crew of the British ship Airey Force, before reported wrecked on the passage from Australia to San Francisco. Sixteen persons were drowned by the capsizing of the schooner. The remainder, including Capt Godfrey, of the Margaret Crockard, and Capt Cutter, of the Airey Force, had arrived at Tahiti.

ALEXANDRIA, April 29—The schooner heretofore reported aground at Metompkin Point has been gotten off.

NEW ORLEANS, April 30—Steamer Hanover, of and from Bremen, via Havre and Havana, is aground on the bar.

VINEYARD HAVEN, April 29—Schr Anna Myrick, of Providence, from Lanesville with a cargo of stone for Philadelphia, while beating out this morning, stood too near the shore and grounded on an old wreck near the canal flat, where she remained at 8 PM, but will probably be got off without damage.

Schr Hattie Ross, of Portland, before reported ashore, was hauled off to-day without further damage, and will proceed to Portland with the first wind.

30th—Schr Anna Myrick came off to-day without damage, and will proceed the first fair wind.

AMERICAN LLOYDS UNIVERSAL REGISTER—The May Supplement to this work, published by Thos D Taylor, is now out. It contains a list of 133 new and resurveys of vessels, with other valuable information relative to marine matters.

LAUNCH—The new ship Henrietta Nickels, 1,227.79 tons, was to be launched at Bucksville, SC, April 24.

NOTICE TO MARINERS.

ENTRANCE TO THE THAMES—WRECK OFF NORTH FORELAND.

Notice is hereby given that a green buoy, marked with the word "Wreck," has been placed 20 fathoms to the southward of a vessel sunk off the North Foreland.

The buoy lies in 12 fathoms at low water spring tides, with the following compass bearings:—

North Foreland, SW by S.

NE spit buoy, W by S ¾ S.

The mast and a yard show above water, and will be removed as soon as practicable.

By order, ROBIN ALLEN, Secretary.

Trinity House, London, April 16, 1875.

WHALEMEN.

Sailed from Cape Horn March 1, Thomas Hunt, Appleman, for Stonington, with 16,0 bbls sperm oil.

Going into Port Stanley March 7, schr Golden West, of NL, Williams, with 1,000 bbls seal skins, to refit for home.

Schr Roswell King, at New London from Desolation Island Jan 15, has 7,0 bbls eleph