WASHINGTON.

GENERAL WASHINGTON DESPATCHES.

WASHINGTON, May 3, 1875.

ALABAMA CLAIMS—CASES BEFORE THE COURT OF COMMISSIONERS.

In the Court of Commissioners of Alabama Claims to-day H. B. Webb, of counsel in behalf of Dimon Hubbard, assignee of Osgood & Stetson, and the claimant under case No. 1,184, entered a motion to consolidate that case with Nos. 27, 29, 30 and 31. The first calling of the calendar was continued, commencing at case No. 42. The following cases were submitted upon the testimony and the argument of counsel, Cornelius Cole appearing for claimants and J. A. J. Creswell for the United States:—No. 52, Corson Brothers, of San Francisco, vs. The United States; Nos. 53 and 55, Main & Winchester, of San Francisco, vs. The United States; Nos. 54 and 56, Haynes & Lawton vs. The United States. No. 57, James Hague vs. The United States, was also submitted, J. W. Denver for claimant, J. A. J. Creswell for the United States. To-morrow is set for argument upon the question of the amendment of petitions.

THE REPORTED RESIGNATION OF THE AUSTRIAN MINISTER CONFIRMED.

Baron Schwarz-Senborn to-day confirmed the truth of the report that his resignation as Austrian Minister has been accepted by his government. He says no successor has yet been appointed, and that he intends to make the tour of this country before returning to Austria.

APPOINTMENT OF AN ASSISTANT SECRETARY OF THE TREASURY.

Curtis S. Burnham, of Richmond, Ky., has been appointed Assistant Secretary of the Treasury, vice John L. Hartley, resigned. Mr. Hartley has been contemplating resigning his office for several months.

MAILS TO BE DESPATCHED TO CHINA AND JAPAN.

The Post Office Department gives notice that mails will be despatched for China and Japan by a steamer of the Pacific Mail Steamship Company, to leave San Francisco on the 20th inst.

UNITED STATES SUPREME COURT.

IMPORTANT DECISIONS RENDERED IN CASES ARISING DURING THE WAR.

WASHINGTON, May 3, 1875.

The Supreme Court to-day, prior to adjournment, rendered, among others, the following decisions:—

No. 24. The Baltimore and Ohio Railroad Company vs. The State of Maryland.—This was an action by the State to recover the one-fifth part of the whole amount of the moneys received by the railroad company for the transportation of passengers over the Washington branch of the road from 1836 to 1870. The claim of the State was based on the charter under which the Washington branch was constructed, one condition of which was that the company should pay this proportion of the passenger earnings of the road into the Treasury of the State. The charter with this condition was accepted by the company and the payment made as required for many years, but finally the constitutionality of the stipulation was disputed and further payment was refused. Upon these facts this Court holds that a stipulation in the charter of a railroad company that the company shall pay to the State a bonus or a portion of its earnings is not repugnant to the constitution of the United States. Such a stipulation is different in principle from the imposition of a tax in the movement or transportation of goods or persons from one State to another. The latter is an interference with and a regulation of commerce between the States and beyond the power of the State to impose, the former is not. The power of a State to construct railroads and other highways, and to impose tolls, fare or freight for transportation thereon, is unlimited and uncontrolled. The disposition of the revenues thus derived is subject to its own discretion. But a State cannot impose a tax on the movement of persons or property from one State to another. The cases of Crandall vs. Nevada (6 Wall, 42), and the freight tax cases (15 Wall, 232), are cited and reaffirmed. Relief from burdensome and onerous rates of transportation, imposed under State authority, must be sought in the competition of different lines, and, perhaps, in the power of Congress to establish post roads and to facilitate military and commercial intercommunication between different parts of the country. The charter of the Baltimore and Ohio Railroad Company for constructing and operating the branch railroad between Baltimore and Washington contained a stipulation that the company at the end of every six months should pay to the State one-fifth of the whole amount received for the transportation of passengers. This condition was within the power of the State to impose and it was accepted by the company. It was a contract to pay and not a receipt of money belonging to the State and if it were unconstitutional the objection could be set up as a defence to an action brought by the State to recover the money. The alleged unconstitutionality of the stipulation being set up as a defence, the State Court was bound to pass upon it and having decided against the exemption claimed, this Court is authorized to review the decision. Affirmed.

Mr. Justice Bradley delivered the opinion. Mr. Justice Miller dissented, holding that the statute of Maryland, making this requirement of the road in respect of passengers over the Washington branch, confined as it was exclusively to this part of the road, was intended to raise a revenue for the State from all persons coming to Washington by rail, and had that effect for twenty-five years, and that the statute is therefore void within the principle laid down in Crandall vs. Nevada. This case is cited also by the Court, as will be seen above, in support of the majority opinion.

GENERAL BUTLER'S PROVOST COURT.

No. 202. The Mechanics and Traders' Bank vs. The Union Bank of Louisiana.—Error to the Supreme Court of Louisiana.—The plaintiffs sued in the Sixth District Court of the parish of Orleans to recover from the Union Bank $120,000, which they had paid under the compulsion of a judgment given by the Provost Court of New Orleans itself, when the city was occupied by government troops under General Butler. The argument was that the establishment of the Provost Court, the appointment of the judge and the proceedings in the case before him were invalid, because in violation of the federal constitution, which vests the judicial power of the government in one Supreme Court, and in such inferior courts as Congress may from time to time establish. It is here held, reaffirming the decision in the case of the Grapeshot, that the Court instituted in this case by the authority of the President, as commander-in-chief, to hear, try and determine civil cases, was lawfully authorized to exercise such jurisdiction. Its establishment by the military authority was held to be no violation of the constitutional provision referred to above, and it is said that that clause has no application to the abnormal condition of conquered territory in the occupancy of the conquering army. The power to establish by military authority courts for the administration of civil as well as criminal justice in portions of the insurgent State occupied by National forces is precisely the same as that which exists when foreign territory has been conquered and occupied by the conquerors. What that power is has been several times decided. The case of Leitensdorfer and Haughton vs. Webb, growing out of the conquest of New Mexico in 1846 (19 Howard, 176) is cited as a notable illustration of that power. These similar courts were established without any legislation of Congress, and they were held to be lawfully instituted by this Court. In view of these decisions it is said that it is not to be questioned that the constitution does not prohibit the creation by military authority of courts for the trial of civil cases during the civil war in conquered portions of the insurgent States. It was but the exercise of the ordinary rights of conquest. The plaintiffs, therefore, were properly subjected to the power of these courts, and had no right of immunity. General Butler being in command in Louisiana he was invested with all the powers of making war except so far as they were denied to him by the Commander-in-Chief, and among these powers was that of establishing courts in the conquered territory. It must be presumed that he acted under the orders of his superior officer, the President, and that his acts in the prosecution of the war were the acts of his Commander-in-Chief. Although the order by which the court was created did not define the nature and extent of its jurisdiction, and while it is true that a provost court ordinarily has cognizance only of minor criminal offences, still a larger jurisdiction may be given to it. But whether such further jurisdiction was given in this case this Court is not called upon to determine. Having affirmed the decision below as to the right questioned, the only point which entitles the case to be heard here, this Court declines to inquire whether the Provost Court acted within its jurisdiction or not. That is said to be a question exclusively for the State tribunals. The State constitution of 1868, ordaining that all judgments, contracts, &c., obtained and made in good faith and in accordance with the existing laws of the State, between the 26th of May, 1861, and the adoption of the constitution, should be valid, impaired no implied contract on the part of the Union Bank to refund, in case the judgement of the Provost Court was void for want of jurisdiction, because it the court was lawfully established no such promise was raised. Besides the Court cannot admit that the Legislators of a State may not validate the judgments of a court in fact, though in giving the judgments the Court may have transcended its jurisdiction.

Affirmed.

Mr. Justice Strong delivered the opinion.

Mr. Justice Field dissented.

THE NEW ORLEANS PRIZE MONEY.

No. 236. United States vs. Farragut et al.—Appeal from the Supreme Court of the District of Columbia.—This is the case of the commander and officers of the fleet engaged in the capture of New Orleans to recover prize money and salvage. The Court sustain the decree entered below, based on the findings of the arbitrators, that the capture was the achievement of the fleet, and not a conjoint operation of the army and navy, and that the value of all the captured vessels is to be computed in the distribution, as well those which were subsequently restored to the loyal owners from whom they had been captured by the enemy as those which were condemned as prizes. The item of military salvage, computed at ten per cent on the value of the restored vessels, is disallowed, and as to the rest the decree is affirmed, the Court holding that they could not review the case on the facts on appeal from the decision of the arbitrators, there being no allegations of fraud or other sufficient grounds for revision. Mr. Justice Miller delivered the opinion.

OBITUARY.

JAMES C. JOHNSTON.

Another of the old merchants of this city has been "gathered to his fathers," and another business house is thereby deprived of the head that carried it through crisis and stagnation to ultimate success. James C. Johnston, of the firm of J. C. Johnston & Co., importers, of this city, died at his country seat at Scarborough, on the Hudson, on Sunday, May 2, in the sixty-fourth year of his age, after a painful illness of ten weeks. Mr. Johnston was born at Aberdeen, Scotland, and emigrated to this country when but a mere lad. At the age of sixteen he first embarked in mercantile pursuits, and shortly afterward became the agent for the great English carpet house of Henderson & Co. After this he became the head of the firm known as Johnston, Brother & Townsend, a large commission and importing house, with branches in all the chief cities of Europe. During the war Mr. Johnston had a number of heavy government contracts and furnished the first importation of woollen blankets to the army. For the past eight years Mr. Johnston has been connected with the Worth street firm of J. C. Johnston & Co., and was looked upon as being possessed of rare business qualities and a man of the strictest integrity.

STILLMAN WITT.

Stillman Witt, of Cleveland, Ohio, who sailed for Europe a fortnight ago, died at sea during the voyage. Mr. Witt had long been in feeble health, and hoping to improve his condition, he started abroad in the Hamburg steamer Suevia, but succumbed before the voyage was completed. He was largely interested in railroad enterprises in the West, being a partner of Mr. Stone, the Railroad King of Ohio. He began life on the Hudson River, rising from cabin boy on one of the boats to be the agent of the People's Line at Albany, and he subsequently amassed a large fortune. Mr. Witt leaves a widow and two daughters, one of whom is married to Mr. D. P. Eels, of the Commercial Bank of Cleveland, and the other to a son of Judge Ira Harris, of Albany.

STEVENS, THE ENGLISH SCULPTOR.

A cable telegram from London, under date of the 3d inst., announces the death of Mr. Stevens, sculptor of the unfinished monument to the late Duke of Wellington, in St. Paul's Cathedral, London. The event occurred during the past week. A similarity of name and profession caused the promulgation of an erroneous statement of the death of Edward Bowring Stephens, A. R. A., which was published by the London journals of Saturday, the 1st inst., and transmitted by cable to America.

STRIKE OF RAILROAD LABORERS.

SIX HUNDRED AND FIFTY MEN OUT OF EMPLOYMENT.

The dissatisfaction of the laborers employed in the new tunnel of the Delaware and Lackawanna Railroad in Jersey City culminated yesterday, when the men employed in shaft No. 6 struck for higher wages. The laborers had been divided into two classes, one receiving $1 50 per day and the other $1 60. The former class demanded 25 cents per day additional, and the latter $2 per day. There are 650 men employed in the tunnel, and all joined in the strike except about 100 men. These were approached by the strikers, who endeavored to dissuade them from their work, but in vain. Threats were then employed, and a posse of police was sent from the Third precinct to preserve order. The men who remained at work subsequently dropped off, however, and the strike became general. The contractor obtained warrants for the arrest of the ringleaders. As soon as this news was conveyed to the workmen the men employed at shaft No. 6 resumed work under the protection of the police. The feeling against them was so bitter that it is feared there will be a repetition of the scenes at the Erie tunnel riots. The men complain that they cannot support themselves and their families and bury their fellow laborers who are killed at the tunnel on the wages heretofore paid. The men who resumed work in the afternoon were warned not to appear this morning. At a late hour last evening the contractors announced their willingness to meet a committee of the strikers for a conference.

SUICIDE OF A HUNGARIAN.

At about half-past six o'clock last night the proprietor of the boarding house No. 155 Forsyth street entered the room of Alexander Valman, one of his boarders, and found him lying on the bed, dead, two small empty vials, labelled "Laudanum," being by his side. On a small table standing close to the bed were five sealed letters and one open one. One was addressed to John Haufbauer, No. 306½ Mott street, and the other to the proprietor of the Atlantic Garden, the others could not be made out. The open letter was written partly in the German and partly in the Hungarian language. It stated that the writer came to this country from Hungary in March, 1874, with small means, and in the following June he was accidentally run over by a Third avenue car, by which he lost the thumb of his right hand. The remainder of the letter was almost illegible, but from it sufficient was gleaned to show that the writer had won several thousand francs in some European lottery, out of which sum he had been swindled. It also stated that he had, a few days ago, attempted suicide by taking a dose of opium. The deceased was twenty-seven years of age and had been employed in the Atlantic Garden as a waiter. No reason can be assigned for the act other than the loss mentioned in the letter. The Coroner was notified to hold an inquest.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
Lessing	May 4.	Hamburg	111 Broadway.
Manhattan	May 4.	Liverpool	29 Broadway.
Cuba	May 5.	Liverpool	4 Bowling Green
State of Georgia	May 5.	Glasgow	22 Broadway.
Holsatia	May 6.	Hamburg	61 Broadway.
Acadia	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
France	May 8.	London	69 Broadway.
Erin	May 8.	Liverpool	69 Broadway.
Scotia	May 12.	Liverpool	4 Bowling Green
Rotterdam	May 13.	Rotterdam	69 Broadway
Cimbria	May 13.	Hamburg	61 Broadway
Algeria	May 15.	Liverpool	4 Bowling Green
England	May 15.	Liverpool	69 Broadway
Celtic	May 15.	Liverpool	19 Broadway
City of Berlin	May 15.	Liverpool	15 Broadway.
L'Amerique	May 15.	Havre	52 Broadway
Utonia	May 15.	Glasgow	7 Bowling Green
Rhein	May 15.	Bremen	2 Bowling Green
Wisconsin	May 18.	Liverpool	29 Broadway.
Scythia	May 19.	Liverpool	4 Bowling Green
State of Louisiana	May 20.	Glasgow	Broadway.
Westphalia	May 20.	Hamburg	61 Broadway.
City of Richmond	May 22.	Liverpool	10 Broadway.
Republic	May 22.	Liverpool	19 Broadway
The Queen	May 22.	Liverpool	69 Broadway.
Bolivia	May 22.	Glasgow	7 Bowling Green
Ocean	May 22.	Bremen	2 Bowling Green
Frisia	May 27.	Hamburg	61 Broadway.
City of Brussels	May 29.	Liverpool	15 Broadway.
Spain	May 29.	Liverpool	9 Broadway
Britannic	May 29.	Liverpool	19 Broadway.
Ville de Paris	May 29.	Havre	52 Broadway
Neckar	May 29.	Bremen	2 Bowling Green
Ethiopia	May 29.	Glasgow	17 Bowling Green

☞ 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 54		Gov. Island	eve	7 33
Sun sets	6 59		Sandy Hook	eve	6 48
Moon rises	morn	4 10	Hell Gate	eve	9 18

PORT OF NEW YORK, MAY 3, 1875.

CLEARED.

Steamer A G Sumera, Warren, Philadelphia—James Hand.
Steamer Experiment, Allen, Philadelphia—James Hand.
Steamer Eleanora, Johnson, Portland—J P Ames.
Ship Cholma (Br), Cox, Liverpool—Charles L Wright & Co.
Ship Philosopher (Br), Evans, Liverpool—C L Wright & Co.
Ship Lillian (Br), Hall, Callao—Talbri & Chauncey.
Ship North American, Smith, San Francisco—Sutton & Co.
Bark Cortese (Ital), Chiesa, Dundalk—Slocovich & Co.
Bark Kobe (Nor), Taraldsen, Stockholm—C Tobias & Co.
Bark Prudentia (Nor), Pande, Cronstadt—C Tobias & Co.
Bark Elisa (Nor), Kjeldsen, Odessa—Tetens, Bockmann & Co.
Bark Rosa (Swed), Romanssen, Riga—Tetens, Bockmann & Co.
Bark Georgie P Lawrence (Ital), Pollio, Genoa—John C Seager.
Bark Serene, Segerman, Montevideo and a market—Dowley, Corners & Co.
Bark M W Brett, Peterson, Cardenas—Brett, Son & Co.
Bark Lizzie Nerry, Lawrence, Cienfuegos—B F Metcalf & Co.
Bark Hans (Ger), Lemcult, Baltimore—Funch, Edye & Co.
Brig Daniel Trowbridge, Rogers, Barbados—D Trowbridge & Co.
Brig Beaver (Br), Cook, Rockland, NB—P I Nevius & Son.
Schr Orie M Remington, Nickerson, Maracoa—I R Staples.
Schr Eldorado, Parsons, Rock Sound—B J Wenberg.
Schr Howard Holder (Br), Holder, St John, NB—P I Nevius & Son.
Schr Carrie (Br), Bonnell, St John and Fredericton, NB—P I Nevius & Son.
Schr Sunny South, Derickson, Mobile—E D Hurlbut & Co.
Schr Addie Jordan, Leavitt, Brunswick, Ga—J H Winchester & Co.
Schr C C Brooks, Scull, Philadelphia—Slaght & Petty.
Schr John Atwood, Cahoon, Provincetown—B J Wenberg.

ARRIVALS.

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

Steamer Adriatic (Br), Perry, Liverpool April 22 and Queenstown 23d, with mdse and 383 passengers to J J Cortis. Between lat 44 46 to 40 30 and lon 45 40 to 48 40 passed 41 icebergs. April 24, lat 51 02, lon 17 52, passed an American ship bound W, showing signals H G D T; 24th, a two-masted steamer bound W, 29th, lat 43 42, lon 47 51, ship "Irish" of Irvine, bound W; 30th, lat 41 26, lon 52 37, ship Golumder (Br), bound W; same day, a brig-rigged steamer, bound E.

Steamer Steinmann (Belg), Lechere, Antwerp, 19 days with mdse and 21 passengers, to Funch, Edye & Co April 25, lat 43, lon 49, passed a large number of icebergs.

Steamer George W Elder, Read, Baltimore, with mdse and passengers to the Old Dominion Steamship Co.

Ship Success, Sherman, Matanzas, 8 days, with sugar, to Youngs, Smith & Co; vessel to Carver & Barnes.

Bark Marie (Ger), Peterson, Singapore 116 days, with mdse to Funch, Edye & Co. Passed Anjier Jan 12. Came of Good Hope March 1, St Helena March 13, and crossed the equator April 14, lon 30 24, had light winds and calms the entire passage; March 29, lat 2 13 S, lon 24 W, spoke bark Keargard (Br), from Cadiz for Montevideo.

Bark Francesco, Bonavaro (Ital), Chiazzaro, Londonderry, 23 days in ballast to Slocovich & Co.

Bark Alpha (Nor), Monsen, Bayonne 43 days, in ballast to Foster & Bockman. April 6, lat 31, lon 68, spoke bark Ulrika (Swe), from London for Wilmington, NC. The Alpha anchored at Sandy Hook for orders.

Bark Antonietta C (Ital), Trappani, Genoa 61 days, in ballast to Slocovich & Co; passed Gibraltar March 17.

Bark Macchiavelli (Ital), Muresen, Genoa 61 days, with marble, &c, to Funch, Edye & Co. Passed Gibraltar March 19; April 15, lat 26, lon 59 50, spoke ship Warrior, from Manila for New York; May 1, 40 miles east of Cape May, bark Anna A Rich, from Leghorn for Philadelphia.

Bark Germania (Port), Pelica, Lisbon 40 days, with wine and cork to Hagemeyer & Brunn.

Bark Rosa (Ital), Cacace, Castellamare 60 days, with fruit to Lawrence, Giles & Co; vessel to Funch, Edye & Co. Passed Gibraltar March 18; May 2, Francesco Esposito, seaman, a native of Sorento, aged 22 years, fell from the mainstaysail yard overboard and was drowned.

Bark Gard Karlovaz (Aus), Ginsti, Alexandria, E. 81 days, with mdse to Slocovich & Co. Passed Gibraltar March 17. The G K is bound to New Haven.

Bark Lambar of Maitland, NS), McKenzie, Caibarien, 16 days, with sugar to Ruberi & Co, vessel to J H Winchester & Co.

Bark Rebecca Caruana, Johnson, Matanzas, 8 days, with sugar, to Youngs, Smith & Co; vessel to Waydell & Co.

Bark Delphin (Nor), Lischly, Matanzas 15 days, with sugar to order; vessel to Funch, Edye & Co.

Brig Michelina (Ital), Rossotto, Cataccia 99 days, with currants to Morton Bliss & Co; vessel to Master, passed Gibraltar March 7.

Brig Pearl (of New Haven), Briggs, Port Spain, Trinidad, 19 days, with sugar and molasses to D Trowbridge & Co.

Brig Victoria (of New Haven), Saunders, Barbados, 17 days, with sugar and 7 passengers to H Trowbridge's Sons; April 23, lat 25 30, lon 65 25, spoke schr Daylight, hence for Jamaica.

Brig Castilian (of Baltimore), Owen, Mayaguez, PR, 22 days, with sugar and molasses to J V Onativia & Co, vessel to J E Ward & Co. Had a succession of NE and NW gales from lat 28, stove bulwarks, shift sails, &c.

Brig Annie Vail (of Barbados), Simmons, St Martins, via Bermuda, 38 days, with salt to Miller & Houghton; April 9, lat 33 34 lon 50 25, during a heavy gale from WSW, carried away foremast head and sprung mainmast.

Brig Mattie B Russell (of Portland), York, Cardenas 10 days, with sugar and molasses to J M Ceballos & Co; vessel to Marcus Hunter & Co.

Brig D B Stockwell, Harding, Matanzas 9 days, with sugar, &c, to Grinnell, Minturn & Co, vessel to H W Loud & Co.

Brig Fanny, Smith, Matanzas 10 days, with sugar to Moses Taylor & Co; vessel to J W Elwell & Co.

Brig Minna Traub (of Philadelphia), Scaife, Matanzas 10 days, with molasses to B H Howell, Son & Co—vessel to J E Ward & Co.

Brig M Ladd (of Yarmouth, NS), Porter, Matanzas 13 days, with sugar to J M Ceballos & Co; vessel to Boyd & Hincken.

Brig Leonora, Blood, Zaza, 13 days, with sugar to the Commercial Warehouse Company, vessel to John Swan & Son.

Schr Gersh Banker, Price, Rio Grande 48 days, with wool and hides to Aldridge & Co; vessel to G M Smith. Crossed the Equator April 8, lon 42; March 23, off Cape Frio, spoke whaling bark Cicero, of New Bedford, 10 months out, with 200 bbls oil; 29th, lat 16 S, lon 34, whaling bark Sea Breeze, bound home, with 2960 do do.

Schr Victor, Nickerson, Para 20 days, with rubber and nuts to G Amsinck & Co; vessel to B J Wenberg. May 1, off Hatteras, spoke schr H E King, from Cardenas for Baltimore.

Schr Rosie A Adra, Gaul, Tampico 30 days, with mstic and hides to Brown Bros & Co; vessel to B F Metcalf & Co.

Schr J F Baker (of Sag Harbor), Davis, Progreso 10 days with hemp to M Echeveria & Co; vessel to B F Metcalf & Co. April 27, off Alligator Reef, spoke schr Richard Johnson, from Matanzas for Boston.

Schr Nellie Starr (of Portland), Poland, Ponce, PR, 20 days, with sugar and melado to Maitland, Phelps & Co; vessel to master.

Schr Oliver Dyer (of Saco), Falker, Ponce, PR, 18 days, with molasses, to Baring Bros; vessel to J H Winchester & Co.

Schr C R Smith (of Jonesport), Smith, Havana, 12 days, with sugar to Knowlton & Co; vessel to master.

Schr E S Riley (of Harrington), Coffin, Cardenas, 7 days, with sugar, to order, vessel to Brett, Son & Co.

Schr V L Hickman (of Philadelphia), Kimmey, Caibarien, 11 days, with sugar to Moses Taylor and Co; vessel to Albert Dayton & Co.

Schr Joshua Grindle (of Ellsworth), Freethy, Tonela 8 days, with mahogany and cedar to Thebaud Bros; vessel to D B Learporte.

Schr yacht Tidal Wave (NYYC), Vorhels, West Indies via Hampton Roads.

Schr J J Harris (of Brookhaven), Hudson, Baracoa 10 days, with fruit to J Lluhi & Co; vessel to B J Wenberg.

Schr Clara Woodhouse, Cruse, Velasco 14 days, with wool and hides to Woodhouse & Rudd.

Schr C H Means, Smith, Jacksonville via Hampton Roads 29 days, with lumber to master. Is bound to Albany.

Schr Hendukeag, Wyant, Savannah, 6 days, with lumber to master.

Schr Sawyer, Huntley, Brunswick, Ga, 6 days, with lumber to Murray, Ferris & Co.

Schr Eleanor, Gale, Norfolk.
Schr Chingarora, Jackson, Virginia.
Schr Julius Weib, Headley, Virginia.
Schr L C Bennett, Higgins, Virginia.
Schr Southern City, Nelson, Virginia.
Schr M E Martin, Craft, Virginia.
Schr M J Fisher, Lawrence, Virginia.
Schr Alethea, Darby, Virginia.
Schr D S Miller, Snell, Virginia.
Schr Cornelia, Huntley, Virginia.
Schr J T Williams, Newbury, Virginia.
Schr A E Moore, Phillips, Virginia.
Schr Samuel Wood, Wood, Virginia.
Schr Minnie Still, Jennings, Virginia.
Schr Orvetta, Hervey, Virginia for New Haven.
Schr Maria Pierson, Grant, Baltimore.
Schr A C Lyon, Jeffrey, Baltimore.
Schr S J Pooke, Cranmer, Baltimore for New Haven.
Sloop Mary Heyward, Strong, Virginia.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer George Cromwell, Bacon, Portland for New York, with mdse and passengers to Clark & Seaman.
Steamer Chesapeake, Johnson, Portland for New York, with mdse and passengers.
Brig F H Odlorne (Br), Renaul, Port Caledonia, CB, for New York, in ballast, with coal to Perkins & Job.
Schr A J Chapman, Chapman, New London for New York.
Schr Kate Foster, Strout, Machias for New York, with spling to Richardson & Co.
Schr Sandy Hook, Frank, Providence for New York.
Schr Hattie A Butler, Butler, Portland, Ct, for New York, with stone to order.
Schr Freesoone, Pelton, Portland, Ct, for New York, with stone to order.
Schr Edwin Collyer, Murphy, Cold Spring for New York.
Schr Ann L Lockwood, Lockwood, New Haven for New York.
Schr Saline Burton, Palmer, Stamford for New York.

BOUND EAST.

Steamer Eleanora, Johnson, New York for Portland.
Brig Beaver (Br), Cook, New York for St John, NB.
Brig Wm Robertson, Peake, New York for Arroyo.
Schr J Lane, Hoboken for Yarmouth, Me.
Schr A Gurney, Gurney, Rondout for Providence.
Schr Fanny Fern, Eaton, Port Johnson for Providence.
Schr S J Poore, Poore, Baltimore for New Haven.
Schr Henry Remsen, Allen, New York for Bridgeport.
Schr Oliver Scofield, Dixsoway, Philadelphia for New Haven.
Schr Wm Warren, Lindsley, Virginia for New Haven.
Schr N F Washburne, Layton, New York for Providence.
Schr H H Gibson, Gleason, Hoboken for Providence.
Schr J H Collins, Lombard, New York for Provincetown.
Schr L A Burlingame, Burlingame, Hoboken for Providence.
Schr Salmon Washburn, Hathaway, New York for Taunton.
Schr S Davidson, Freeman, New York for Boston.
Schr O F Hawley, Tyler, Elizabethport for Brookhaven.
Schr Orvetta, Handy, Virginia for New Haven.
Schr Eliza B Beard (Br), Lewis, New York for St Johns, NF.
Schr Hannah Holden (Br), Holden, New York for St John, NB.
Schr Etta E Sylvester, Hopkins, Virginia for New Haven.
Schr Carrie, Johnson, Richmond for New Haven.
Schr Emma Arey, Arey, New York for Boston.

BELOW.

Bark Alpha (Nor), Monsen, from Bonen March 19.
Brig Hattie Petus (Br), Petus, 15 days from Arroyo, with sugar to D K De Wolf & Co.
Brig Annie Vail (Br), Kirkham, 30 days from Bermuda, dismasted, by pilot boat W H Aspinwall, No 21.
Schr Nellie Starr, from ——.

SAILED.

Steamer Albemarle, for Lewes Del; ships Humboldt, Anjer; Plymouth Rock, London; barks Arendal (Nor), Cork; Ercole (Ital), Amsterdam; Minder (Nor), Christiana; Saxonia (Ger), Hamburg; Allstoe (Nor), Eldmore; Ingolf (Nor), Cork; Ros (Nor), Limerick; Amalia Sargnilo (Ital), Trapani; Chas F Elwell, Antwerp; Stagdacena, Ciudad Bolivar; Inpi (Hus), Hamburg; Maria (Ger), Bremen; Gustav Metzler (Ger), Wismar; Victor, Port Elizabeth (Africa); Alexander (Swed), Bremen; Andreas (Rus), Copenhagen; Jacob (Aus), Philadelphia; brigs Charlotte, St Thomas; Gem, Barbados; Aglet (Br), Cindad Bolivar; Wm Robertson, Arroyo; Akbar, Sagua; Sentinel (Br), Queenstown; J S Kirby, Havana; schrs Eagle Rock, Seville; Orrie M Remington, Baracoa.

MARITIME MISCELLANY.

☞ See cable news.

SCHR MARIA & LIZZIE, from Choptank River with timber for Teague Island Navy Yard, was capsized (as before reported) early on Sunday morning, four miles above Christiana Creek, Delaware River, during a squall, and broke her mainmast, and lost all her cargo except five sticks of timber. She has been righted full of water by tug Young America and taken to Philadelphia.

SCHR S S LEWIS, from Jamaica for Norfolk, which put into Hatteras on the 24th ult dismasted, arrived at Elizabeth City on the 29th for repairs.

SCHR BOWDOIN, from Mayaguez for Newburyport, at Vineyard Haven 1st inst, lost foretopmast in heavy weather.

SCHR NEPTUNE, from Chesapeake, with oysters, went ashore on Saturday night, in a fog, near Henlopen Light. At last accounts the schr was full of water and her cargo was being thrown overboard to get her off.

SCHR GRACE WENSER, from Cardenas for Philadelphia (before reported ashore), remains on the lower end of Tinicum Island. She will probably get off without damage.

SCHR R C A WARD, Crane, from New York for Virginia, light; was struck by a squall during a severe gale on Sunday morning, off Squan Inlet and lost main lib and was otherwise slightly injured. She was compelled to anchor to repair and proceeded after eight hours' detention.

SLOOP OLIVE, Morris, of and from Bristol for Fall River, with scrap iron, sunk in Mount Hope Bay on Friday afternoon. Crew saved.

SLOOP JOHN B WATSON, from Norwalk, was struck by a sudden squall Sunday AM, which carried away the jib and forced her ashore on South Brother. She lies easy and will come off on next high water.

The old steamer Columbia arrived at Boston on Saturday morning from New York, where she had been laid up for a long time past. She will be broken up to obtain the metal in her hull.

BOSTON, May 3—A despatch from Halifax says the steamer Alhambra, Doane, from Boston for Halifax, went ashore on Cape Sable on Sunday afternoon, and will probably be a total loss.

PM—The Alhambra was being discharged of her cargo at last accounts, and it was believed that if a steamer with steam pumps should be promptly forwarded she might be saved. She has bilged. The passengers, numbering 51, crew and mails are all saved. The vessel is valued at $80,000 and the cargo (flour and general merchandise) at about $50,000; partially insured. The steamer Charles Pearson, with steam pumps and divers, will leave Boston to-night to render assistance. Most of the cargo will be saved in a damaged condition. The Alhambra was built in New York in 1861, regis enrol 760 tons, and was owned by F Nickerson & Co, of Boston.

NEW ORLEANS, May 3—The steamer Yazoo, hence for Philadelphia, and the ship Marlborough, outward bound, have been on Pass a l'Outre bar for nearly a week, obstructing the channel. The steamship Hannover, from Bremen, has been outside since Friday waiting to get in, and four ships, two barks, one brig and one schooner are inside, outward bound.

QUEBEC, May 3—The schooner P Fortiur, from Cape Chat, has arrived here with iron for Montreal, and reports the river clear of ice.

The captain, wife and crew of bark Essex arrived here yesterday in the ship Ocean Bride. The Essex was wrecked at Cape Whittle, on the coast of Labrador, on the 3d of November last.

It is feared that the spring fleet will meet with serious detention or damage from the immense quantities and unusually heavy ice in the Gulf. The three steamers reported having passed Port au Basque yesterday have not since been heard of.

MONTREAL, May 3—Allan's latest advices says the Polynesian and two other steamers passed Port au Basque on the 25th ult, but these as well as several sailing ships, previously reported, are delayed by the field ice in the vicinity of Bird Rock.

Private information has been received that the Polynesian finding the Gulf impassable has gone round to Portland.

SAVANNAH, April 29—Schr Lizzie Maul was towed up to the city yesterday, and the steamtug Constitution put to work to pump her out. She will go on the drydock after the water is out.

Schr Paul & Thompson had her foremast taken out yesterday in accordance with the survey held on the 24th inst.

VINEYARD HAVEN, May 2—The scar B N Hawkins dragged aloul of schr Bucephalus last night; the former lost a boat and the latter had her jibboom carried away.

Schr Nettie Langdon, from Brunswick, Ga, reports that on the 1st inst, off the Capes of Delaware, saw a vessel with loss of foremast; supposed her to be a brig.

SCHR GEORGE BROOKS, from Hoboken for Boston, in the vessel reported on the Graves, Boston harbor. She is loaded with 160 tons of coal, and struck on the Graves at 2 o'clock AM sunday, knocking a hole in her bottom. She soon filled and sunk. All hands took to a small boat and reached Boston. The vessel and cargo will probably be a total loss. The schooner was owned by David Keazer, of Portland.

NOTICE TO MARINERS.

Notice is hereby given that the light and fog bell on Fort Carroll, Patapsco River, Maryland, will be removed to the southwest angle of the fort on and after May 5. No change of characteristics will be made.

WHALEMEN.

☞ See arrivals at this port.

Arrived at New Bedford May 3, bark Rousseau, Jorngan, Pacific Ocean; brig Rosa Baker, Thompson, of Boston, Atlantic Ocean.

Arrived at Stonington May 2, schr Thomas Hunt, Appleman, 58 days from Falkland Island, with fur seal skins. Had heavy weather at Cape Horn and Shetlands during the entire season. One of the crew, named Wagner, of Putnam, Ct, fell from aloft and was killed, and was buried at Low Island, Shetlands.

SPOKEN.

Ship Hoogly (Br), Selders, from San Francisco for Queenstown, March 31 lat 20 N, lon 123 45 W.

Ship Andrew Johnson, from Lobos for Europe, Feb 23, lat 57 12 S, lon 71 24 W.

Bark Helen Marion (Br), from Liverpool for Valparaiso, April 19, lat 47 N, lon 11 W.

Bark Herbert C Hall (Br), from Barrow for Cambleton, NB, April 13, lat 50, lon 10.

Bark James Wishart (Br), from Astoria, O, for Queenstown, Feb 21, lat 51 S, lon 20 W.

Brig Nellie Clifford, from Wilmington, NC, for Port au Prince (no date), 5 days out, lat 26, lon 66 20.

Brig Grace Lothrop, from Boston for Cape Haytien, April 21, lat 22 51, lon 67 50.

NOTICE TO MERCHANTS AND CAPTAINS.

Merchants, shipping agents and shipmasters are informed that by telegraphing to the HERALD London Bureau, No 46 Fleetstreet, or to the Paris office, No 8 Rue Scribe, the arrivals at and departures from European and Eastern ports of American and all foreign vessels trading with the United States, the same will be cabled to this country free of charge and published.

Captains arriving at and sailing from French and Mediterranean ports will find the Paris office the more economical and expeditious for telegraphing news.

OUR CABLE SHIPPING NEWS.

ANTWERP, May 1—Sailed, ship Eastern Empire (Br), Ferguson, United States.

Arrived 24, bark M & E Cann (Br), Cann, Philadelphia.

ANTAB—Sailed, bark Martha Davis, Johnson, Europe.

BRISTOL, May 3—Arrived, schr Stag (Br), Putt, Philadelphia.

Also arrived 3d, bark Slyboots (Br), Jago, Baltimore.

Sailed 21, bark Lindola (Nor), Rostrun, United States.

BEL