THE STATE CAPITAL

Passage by the Assembly of Rapid Transit Bills.

THE STREET CLEANING COMMISSION.

John Kelly and Tammany Men Lobbying Against Charter Amendments.

THE COURT OF ARBITRATION.

Text of the Governor's Veto Message.

ALBANY, May 4, 1875.

The Assembly was to-night engaged in consideration of rapid transit bills. Mr. Prince's general bill was discussed at length, and no voice was raised in opposition to the passage of all necessary bills on this important subject; in fact some gentlemen suggested that all the bills on rapid transit, both in the Senate and Assembly, should be passed, so as to leave no excuse for not securing this great boon to the citizens of New York.

Mr. Prince's bill, was read through, and its passage recommended. A very important amendment was inserted, on the motion of Mr. Hess, which repeals all charters hitherto granted, except actual work has been commenced, or a part of the rapid transit road is in successful operation.

From the tone of the debate it was inferred that the measure sent up here and recommended by the New York Common Council will receive the sanction of both houses.

THE CANAL INVESTIGATION.

The Joint Canal Investigation Committee of the Legislature will make their report to-morrow as to the result of their labors for the past month.

TAMMANY MOVEMENTS.

Mr. John Kelly and several members of the Tammany Hall Committee are busily engaged, night and day, in lobbying against all attempts to interfere with the New York charter as it stands at present. To-day Mr. Kelly was on the floor of the House for a considerable time engaged in consultation with New York members.

To-day's proceedings of Senate and Assembly were principally confined to third reading of bills and general orders. A large amount of routine business was transacted. Both houses have now evidently determined to lose no time in hastening an adjournment.

THE COURT OF ARBITRATION.

The Senate, to-day, passed the bill empowering the city of New York to pay the expenses of the Court of Arbitration, established under the auspices of the Chamber of Commerce. This measure has been hanging fire for some time. The Assembly will not consider it.

CANAL LEGISLATION.

Considerable time was expended in the Assembly at the morning session in discussing an item of $500,000 inserted in the Canal Repair bill for expenditure on the Lake Champlain canal. Several members made lengthy speeches on canal matters, in view of the important shape which this question has assumed before the present Legislature. New York legislators, who knew just as much about canal management as a mule is supposed to know about the mechanism of a watch, also took part in the debate. The bill was finally recommitted to the Canal Committee, with instruction to strike out the appropriation.

PAYMENT OF JUROES IN PROTRACTED CASES.

The bill on this subject, which is intended particularly to apply to jurors in the interminable Beecher controversy, also passed the Senate to-day. It empowers the boards of supervisors to make adequate provision for the compensation of jurors who may be kept from their homes in attending court for a considerable length of time. There is no doubt the Assembly will concur in the action of the Upper House.

THE STREET CLEANING QUESTION.

It is thoroughly understood here that the bill continuing the cleaning of streets in New York city under control of the Police Commissioners and empowering those gentlemen to sublet contracts therefor will be the only measure in this connection sanctioned by the present Senate. The people of New York will therefore know where to place the responsibility in case we have a continuance of filthy thoroughfares.

The Committee on Cities of the Senate to-day concluded to report the bill adversely creating a Commissioner of Street Cleaning to be appointed by the Mayor and Board of Aldermen. Police Commissioner Disbecker has been here for the past few days looking after matters in this connection.

THE SUPPLY BILL AND THE CAPITOL.

It is understood that the Senate Committee on Finance cannot agree on the Capitol item in the Supply bill, and that this is the cause of the delay in reporting that bill. Senator Wood favors a concentration of responsibility on the commission, and therefore urges the removal of the present Board and the appointment of the Governor, Lieutenant Governor and Comptroller as Commissioners. Two of these officers are always in Albany and can have the new building under their personal supervision. He also favors appropriating $1,000,000 for continuing the work and letting it out by contract. Senator Wood declares he is determined to secure the honest expenditure of every dollar of the appropriation and will not yield a single point which may tend to even jeopardize the best interests of the people and the continuance of the great work on honest and economical principles.

EVENING SESSION OF THE ASSEMBLY.

ALBANY, May 4, 1875.

RAPID TRANSIT.

The House, on motion, went into committee on the Rapid Transit Railroad bills, considering first Mr. Prince's bill.

Mr. T. C. CAMPBELL moved an amendment providing that the provisions of the bill shall not apply to any city with a population of more than 100,000. He then proceeded to show that it was highly essential for New York that it should have rapid transit. He said there were three bills before the House—the one now under consideration, the one introduced by Mr. Hess, and the one prepared by the Committee on General Laws. He did not think a scheme which was applicable to small cities or villages would do for large cities—for the city of New York. The wants and requirements were greatly dissimilar. He thought, therefore, this bill now immediately before the committee was more appropriate to smaller communities than the city of New York. He expressed his views at some length.

Mr. LINCOLN said that to adopt the amendment offered would be equivalent to striking out the enacting clause of the bill.

Mr. PRINCE, after saying that this Legislature was imperatively commanded to pass a general law on the subject of rapid transit by one of the amendments to the constitution, said this bill had been carefully drawn with a special view to applying its provisions to the city of New York. He then proceeded at some length, showing that the bill had been approved by the owners of many millions of dollars' worth of property in New York. He contended that to pass a law which would apply to communities of 100,000 population or less only would not be following the command of the constitution to pass a general law, for such a law would not be general. He claimed that this bill was eminently adapted to New York and Brooklyn. It was simple and plain, and had no cumbersome machinery; it made no commissions, but left the whole matter to the local authorities.

Messrs. Husted, Shiel and Wachter all urged the passage of a rapid transit measure. Indeed, they all declared they would vote for each and all the bills before the House.

Mr. T. C. CAMPBELL explained that the bill of Mr. Prince provided that anybody getting the assent of the Common Council and the property owners on the route could build a road at any time and anywhere. The bill drafted by the Committee on General Laws authorized the Common Council to appoint a commission to divide the city into districts and locate the route, and prohibits for a certain number of years any other road being laid in that district. This bill was in all its essential provisions the same as the other bill left here by the Common Council. He contended, therefore, that there was a very clear conflict of provisions.

The question was then taken on Mr. T. C. Campbell's motion to confine the provisions of the bill to cities of a population less than 100,000, and it was lost.

Mr. HESS moved an amendment repealing the charters already granted to companies in New York which have not constructed roads.

Mr. DESSAR moved to amend this amendment by adding the words "unless they commence operations within one year." Lost.

Mr. Hess' motion was carried. The bill was then ordered to be reported to the House.

The same committee then took up the Hess bill, providing for the appointment of commissioners by the Common Council to locate roads.

This bill was progressed.

The same committee then took up the other bill, which allowed the formation of companies for the construction of rapid transit railroads, and it was also progressed.

In the House Mr. HUSTED moved to substitute for this last bill the one which had received the approbation of the New York Common Council, and that it be ordered to a third reading. Carried.

The other bills were also ordered to a third reading.

Adjourned.

THE BILL.

The following is the bill recommended by the Common Council, and which will probably pass the Senate to-day:—

AN ACT to authorize cities to provide railways for rapid transit of persons and property, and to create corporations for that purpose.

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

SECTION 1.—The Mayor of any city in this state is hereby authorized to nominate, and by and with the consent of the Board of Aldermen to approve, three persons who shall be residents of such city, as commissioners of rapid transit, to hold office respectively for one, two and three years. The said commissioners, or a majority thereof, with the Mayor, shall have power:

First—To fix and designate the route or routes, avenues, places or streets to be used by a railway company with steam or other motive power for the rapid transit of persons and property through said city or any portion thereof, upon, under or over the streets or avenues so designated.

Second—Legally and in the manner requested by law to acquire the right of way used or wanted for the use of the railway in the name of the city or in the name of such persons or corporations of whom said Mayor and commissioners shall grant a license to use the same for conveying persons and property.

Third—To grant a license, right and franchise upon such terms and conditions to such bidders or acceptors of proposals, or to their assigns, as the Mayor and a majority of the commissioners shall accept and approve under their advertisements hereinafter named, which license, right and franchise is to be used for carrying and conveying persons and property by the agency of steam or other motive power through, over, upon or under any and all streets, places and avenues in said city which have been designated, as above named, as the route or line for carrying persons and property. Also to authorize the construction and maintenance of a proper roadbed in, on or under said streets, places and avenues for such conveying of persons and property.

Fourth—To reject any bid or proposal received by said Mayor and Aldermen of said city, and they may procure the entire right of way for said proposed railway, either in their own name or in the names of the successful bidders or their assigns, and may give license to use the same on the terms proposed by the Mayor and commissioners as above set forth.

Fifth—The Mayor may remove, for cause any commissioner so appointed as above provided, or, with the advice and consent of the Board of Aldermen, fill any vacancy in the number of commissioners caused by death, removal or inability to serve as such commissioners.

Sixth—The persons making the bid or proposal, which shall be accepted by the Mayor and commissioners as above provided, or his or their associates or assigns, may at any time form themselves into a corporation by filing articles of association in the office of the Secretary of State and in the office of the County Clerk, with such powers and privileges as may be necessary or desirable not contrary to or inconsistent with the laws of this State, including the right to mortgage, with power of sale, all or any part of their property and franchises. Upon filing such articles of association they shall have all the powers therein mentioned, and all the rights and franchises vested in them by said Mayor and commissioners, or by any other state or municipal authority, and also all the powers, rights, privileges and franchises conferred upon railroad corporations by an act entitled, "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and also by all acts and parts of acts in addition or supplemental thereto or in alteration thereof.

Seventh—Nothing in this act contained shall authorize the construction or operation of any railway over, along, upon or under either Broadway or the Fifth avenue below Forty-ninth street, in the city of New York, except to cross the same in the manner and form approved by said Mayor and commissioners, and to readvertise the same for other bids either upon the same or different terms and conditions.

To fix the rate of toll or fare for carrying persons upon said line of railway.

To determine the manner, form and style of constructing and operating said line of railway.

To authorize the construction and maintenance of a suitable bridge by the accepted or successful bidders or their assigns across any navigable river or stream within the vicinity of said city, with such width of draw and in such manner and form and with such guards as will not unreasonably interfere with the navigation of such rivers or streams whenever it may be necessary or desirable for the purpose of establishing a continuous line for rapid transit of persons or property through said city or any portion thereof.

Eighth—When a majority of said commissioners with said Mayor have fixed upon the line of the proposed railway, and designated the route, streets, places or avenues or any portion of both or either, over, under or upon which they propose to authorize rapid transit by steam railway or other motive power, and have filed a map and a certificate of the same in the Mayor's office, the Mayor shall thereupon advertise for at least thirty days for proposals to purchase the license, grant franchise and right to build, maintain and operate a railway with one or more tracks over, under or upon the lines so designated to be operated by steam locomotive or other motive power; and the said Mayor and a majority of the commissioners are hereby authorized to accept the most advantageous bid, which shall be made with all things pertaining thereto being considered shall appear to be the most advantageous for the interest of the city and its citizens and inhabitants.

Ninth—To facilitate the construction of a railway for rapid transit of persons and property in cities where the steps above named have been taken the Mayor and commissioners where necessary to form a continuous line of railway.

Tenth—The said Board of Aldermen may fix and determine the salaries to be paid to said commissioners per annum, and the same shall be paid said commissioners by the Comptroller or other financial agents of the said city.

Eleventh—All acts and parts of acts inconsistent with this act are hereby repealed.

Twelfth—This act shall take effect immediately.

MESSAGES FROM THE GOVERNOR.

ALBANY, May 4, 1875.

On Monday evening the Governor, by the hand of Mr. Charles Stebbins, his private secretary, sent in the following veto message:—

EXECUTIVE CHAMBER, ALBANY, May 3, 1875.

TO THE ASSEMBLY:—

I return herewith Assembly bill No. 275, entitled "An act to amend section 10 of chapter 359 of the Laws of 1873 entitled an act to legalize the adoption of minor children by such persons."

The act of 1873, which this bill proposes to amend, defines the adoption for which it provides as a "legal act whereby an adult person takes a minor into the relation of a child, and thereby acquires the right and incurs the responsibilities of a parent in respect to such minor." It prescribes the method whereby the adoption is to be acted. Doubtless concerning which it is deemed necessary to say here that if the child is upwards of twelve years of age his consent is required; that the consent of the parents is also required, but if both parents are dead, or the survivor has been guilty of certain acts of misconduct specified in the act, or is incompetent to consent, it is sufficient to procure the consent of "an adult person having the lawful custody of the child;" that the persons required to consent are to appear before the County Judge, who, if he is satisfied that "the moral and temporal interest of the child will be promoted by the adoption," must make an order "directing that the child shall be regarded and treated in all respects as the child of the person adopting." Then follows the tenth section, declaring that the child and the person adopting "shall sustain to each other the legal relation of parent and child, and have all the rights and be subject to all the duties of that relation, excepting the right of inheritance, except that in respects to the passing and limitation over of real and personal property, under and by deeds, conveyances, wills, devises and trusts, said child adopted shall not be deemed to sustain the legal relation of child to the person so adopting."

The bill now returned proposes to strike out all of the tenth section after the word "relation," so that the adoption will thereafterwards have precisely the same legal effect as if the child and the person adopting were parent and child by blood.

The exceptions created by the provisions proposed to be stricken out are of two different descriptions.

The first prevents the application to the relation by adoption of the rules of regulation of descent of real property and the distribution of personal property. If the only effect of striking out this exception would be to enable the adopted child to inherit or take as next of kin from the parent adopting, in like manner as a child by blood, the change might be unobjectionable. It would generally be only carrying out the presumed intent of the person adopting in entering into the relation. Whether, if this bill should become a law, the child would be entitled to inherit from the collateral relatives of the parent adopting is a very grave and doubtful question, which ought to be settled by the statute. But it is certain that the rules of descent and of distribution, as between the parent adopting and the child, would work both ways; that the parent would inherit from the child as well as the child from the parent. It appears to me manifestly unjust and inexpedient to provide that the adopting adult shall inherit and take as heir and next of kin from the adopted minor. If the law should be thus changed as a temptation to or even a selfish mark of woman, notwithstanding the guards thrown around the child by the statute, might easily, in many cases which may be suggested, cause all the forms of the statute to be complied with in such a manner as to adopt as his own child a rich orphan minor, for the purpose of inheriting from him. If the child is under twelve years of age the adopting parent may be substituted as his heir and next of kin, if this bill becomes a law, without his consent; and even supposing that the consent of a child of upwards of twelve years ought to carry any moral or legal weight in a question of property, it would be irrevocable till he attains majority and then only by means of a positive act of making a will. On the other hand, on the next day after the adoption, the adopting parent may, by a will, cut off the child from any share in his property, but apart from this consideration the proposed bill would thus operate unjustly; it would in case of the death of a child before attaining the age when he can make a will, or after attaining it if he neglects to cut off his natural heirs and next of kin, who might be his own infant brothers and sisters by blood. The Legislature ought not to enable a child, who has not legal capacity to make a will, to change the course of succession to his real and personal property by means of a legal proceeding taken by him in connexion with interested strangers. Still less ought the law to allow such a change to be effected by the act of strangers alone.

The second exception which this bill proposes to strike out prevents the fictitious relations of parent and child created by the adoption from affecting the passing and limitation over of real or personal property. This qualification was also inserted for the protection of third persons; its effect is to prevent the intent of a testator or grantor of property from being defeated in consequence of the adoption by the diversion of the property from the direction which he intended. The clause operates in both ways; it prevents a division of property limited over after the death either of the adopting parent or of the adopted child, and in either aspect it is eminently just and proper and should be retained. From the nature of the case the person who creates an intermediate estate with a limitation over does not intend that the holder of the intermediate estate shall absolutely dispose of it. He generally means that it shall go to his own blood, and his intention is defeated if a stranger is interposed. For instance, a testator leaves an estate to his son for life, with remainder to the children of the son, or, in default of such heirs, to another son and the latter's children. The first taker having no children adopts a child under this act perhaps in consequence of a family quarrel and for the express purpose of disappointing his brother's children. Can there be any doubt that the testator's intent is defeated? The consequences which would ensue if the child adopted was the holder of the lesser estate are of the same general character. Again, the abrogation of the exception now under consideration may work an injury to the adopted child by depriving him of an estate limited to him as the child or an heir of his parent by the act of a stranger. It would be a difficult question for decision by the courts.

The bill is unnecessary for any purpose, except to protect the adopted child of a person neglectful to make a will.

Though there might be a certain small convenience in providing by law against such an oversight or neglect, in such a possible case, the remedy is totally inadequate to call for or justify a fundamental change in the laws which define the relations of kindred and their rights in respect to property.

The rules of our customary jurisprudence which regulate those relations and the rights of property incident to them are the gradual growth of many generations, and have become a refined and enlightened system, adapted by the best intellects to the works of our society in the infinite diversity of conditions which experience has developed. Such a change as is proposed by this bill would be likely to produce many consequences not foreseen or its framers, and should not be adopted without a consideration and discussion to which it has not been committed. The people have become acquainted with the laws which have existed from time immemorial and are accustomed to act with reference to them. A deviation to meet a peculiar instance might be worked by affirmative acts. It would be unwise in order to accommodate such a case to enact a revolution of legal rules, which would require a series of affirmative acts to produce the results which the people are accustomed to regard a matter of course. SAMUEL J. TILDEN.

STATE OF NEW YORK, EXECUTIVE CHAMBER, ALBANY, May 3, 1875.

TO THE ASSEMBLY:—

I return herewith without my signature Assembly bill No. 199, entitled "An act to enable married women to release and to confirm releases of dower and inchoate rights of dower in certain cases."

The second section of this bill confirms every release of an inchoate right of dower heretofore made by a married woman during coverture to a person in possession of real property under title derived from the husband, although the husband has not joined in such release; and as the bill contains no clause saving existing rights, even where an action is actually pending, it is well settled that such a release is absolutely void, in the present state of the law in this state.

This bill, therefore, is intended to validate conveyances which are now invalid and to make effectual releases which are now ineffectual.

It is therefore certainly improper and probably unconstitutional. SAMUEL J. TILDEN.

STATE OF NEW YORK, EXECUTIVE CHAMBER, ALBANY, May 3, 1875.

TO THE ASSEMBLY:—

I return, without approval, Assembly bill No. 199, entitled "An act to provide for the recording of certain decrees in partition suits, now remaining on file in the office of the Clerk of Onondaga county, and for the alphabetical indexing of certain records of deeds and mortgages in the office of said clerk."

The first section directs that all decrees making partition of real estate, now on file in the clerk's office of Onondaga county, shall be recorded. The provision is a very proper one, but it ought obviously to be extended, so as to cover as well decrees of partition which may hereafter be filed, as those already filed. The provision, moreover, ought to be general, applying alike to all the counties of the State.

The second section directs a general alphabetical index to be made of the grantors and grantees in all instruments now recorded in said office affecting real estate. Of the necessity for this work the local authorities are the best judges, and the expense is a charge upon the county. Assuming that the Board of supervisors have not already, under section 7, of chapter 855 of the Laws of 1869, full authority in the premises, any law now made on the subject ought to leave it to their discretion to order the work.

The Legislature now have under consideration a general bill conferring further powers on the boards of supervisors. It would be better in that bill to give all the authority necessary in such instances as this, so that matters so obviously of local interest and of local expenditure, as this is, may not be pressed upon the attention of the Legislature, taking up time which should be given to the general business of the State.

I feel confident that, on consideration, the Legislature will agree with me in these views.

SAMUEL J. TILDEN.

EXECUTIVE CHAMBER, ALBANY, May 3, 1875.

TO THE ASSEMBLY:—

I return herewith, without my approval, Assembly bill No. 262 entitled "An act supplementary to act (chapter 230, Laws of 1874, entitled, 'An act to authorize the appraisal and sale of leased fine salt lots on the Onondaga salt spring Reservation by the Commissioners of the Land Office, and authorizing the Commissioners of the Land Office to exchange lands on said reservation.'"

The constitutional provision regulating the lands owned by the State contiguous to the salt springs is as follows:

"The Legislature shall never sell or dispose of the salt springs belonging to this State. The lands contiguous thereto shall not be disposed of except in the manner and form as may be necessary and convenient for the use of the salt springs may be sold by authority of law and under the direction of the Commissioners of the Land Office for the purpose of investing the moneys arising therefrom in other lands alike convenient; but by such sale and purchase the aggregate quantity of these lands shall not be diminished."

The first section of this bill reads thus:—

"If any lands heretofore acquired by the State on the Onondaga Salt Springs Reservation as lots on which to manufacture fine salt shall have been so acquired by gift or grant without compensation to the original owner or owners thereof, by the state, and if the Commissioners of the Land Office and the Superintendent of the Onondaga Salt Springs shall at any time determine and officially certify that any of said lots are no longer necessary for the purpose of manufacturing fine or boiled salt thereon, the Commissioners of the Land Office shall cost sell the same, with all their appurtenances, conveyed, without cost to the State such lot or lots to the original owner or owners, their heirs or assigns, without cost or expense to the State, and discharged from all obligation, expressed or implied, on the part of the State, to furnish said lot or lots with salt water from the public pumps."

The words "gift or grant without compensation" will be construed to mean a conveyance for which no money has been paid by the State. The lands may, however, have been conveyed in consideration of advantages to the grantors other than the receipt of money. It may have been advantageous to their interest to convey these lands to the State and to take back leases with "the obligation on the part of the State to furnish said lot or lots with salt water from the public pumps." It can hardly be believed that the lands were given to the state in pure generosity, with a view simply to increase the public revenues, which should be employed in vesting them from private lands into State lands, in order to reap some benefit from this change of title; and this benefit they have, no doubt, enjoyed. There is, probably, no more reason why the State should give away these lands to their former owners than to any one else; nor any more reason why it should give them away at all than any other property it owns.

The constitution provides that these lands may be sold, not given away; that they may be sold only for the purpose of investing the proceeds in other lands; and that the aggregate of these salt lands shall not be diminished. The bill provides that the lands shall not be sold but may be given away; that they may be sold, but not invested, and so the aggregate of lands will be diminished.

The constitution speaks of other lands contiguous thereto, and which may be necessary and convenient for the use of the salt springs. This bill, in providing for an official determination, which is to precede and to be relied on as justifying a subsequent conveyance by the State, requires a certificate only to the effect that "said lots are no longer necessary for the purpose of manufacturing fine or boiled salt thereon." The lands may, notwithstanding, be necessary and convenient for coarse salt or for other purposes connected with the manufacture of salt. A reference to section 44 of chapter 346 of the Laws of 1869 will show that if the State provides for vacating any leases before their expiration, as it must do if it reconveys the lands and is discharged from all obligation to furnish the lots with salt water, claims are likely to arise against the State for the value of any salt manufactories erected by the lessees thereon. A correction against such claims the bill makes no provision.

The bill is open to the objection that, if its purposes are carried out, wrong is likely to be done to the rights and interest of the State. Moreover, it conflicts in my judgment, with the spirit and intent, if not with the letter, of section 7, of article 7 of the constitution.

SAMUEL J. TILDEN.

They were laid over for future consideration.

NEW YORK CITY.

Sarah Abrams, sixteen years of age, had her arm broken by being crushed between two wagons, at Washington Market yesterday forenoon. She was removed to her residence, No. 77 Bayard street.

The Bureau of Inspection, R. M. Grimes, chief, reports plans submitted during last week for 53 new buildings, at an estimated cost of $643,500, among which are 23 first class dwellings, 1 medical college, 18 tenements and 5 French flats. Number of plans submitted for alterations, 34, embracing 25 buildings, at an estimated cost of $48,650. Total estimated cost of alterations and new buildings, $692,150. Buildings examined and plans passed upon, including those previously filed, 52. Special applications for frame and other structures, 41, of which 13 were approved, 10 disapproved and 18 are still pending.

The funeral of Don Alonzo Cushman took place yesterday from St. Peter's Episcopal church, Twentieth street, between Eighth and Ninth avenues. The casket was borne from his late residence on Ninth avenue to the church, accompanied by a long procession, consisting of the immediate relations and friends of the family in deep mourning, preceded by the pall bearers. The religious services were conducted by the Right Rev. Dr. Potter, D. D., assisted by the Rev. A. B. Beach, D. D.; Revs. Morgan Dix, D. D.; Theodore A. Eaton, D. D.; Frederick Ogilby and George J. Geer, D. D. The pall bearers were as follows:—Joseph J. Bosworth, Thomas C. Doremus, Oscar Zollikoffer, H. A. Hurlbut, Peter Cooper, S. B. H. Vance, Samuel M. Beckley and William Remsen.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
Cuba	May 5.	Liverpool	4 Bowling Green
State of Georgia	May 5.	Liverpool	77 Broadway.
Wisconsin	May 6.	Hamburg	61 Broadway
Adriatic	May 6.	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 12.	London	1 Broadway.
Erin	May 8.	Liverpool	69 Broadway
Java	May 12.	Liverpool	4 Bowling Green
Rotterdam	May 12.	Rotterdam	50 Broadway
Cimbria	May 13.	Hamburg	61 Broadway
Algeria	May 15.	Liverpool	Bowling Green
England	May 15.	Liverpool	69 Broadway
Celtic	May 15.	Liverpool	19 Broadway
City of Berlin	May 15.	Liverpool	15 Broadway.
Lafayette	May 15.	Havre	55 Broadway
Utonia	May 15.	Glasgow	7 Bowling Green
Rhein	May 15.	Bremen	2 Bowling Green
Wisconsin	May 18.	Liverpool	19 Broadway.
Nevada	May 19.	Liverpool	4 Bowling Green
State of Indiana	May 20.	Glasgow	Broadway.
Westphalia	May 20.	Hamburg	61 Broadway.
City of Richmond	May 22.	Liverpool	15 Broadway.
Republic	May 22.	Liverpool	19 Broadway
The Queen	May 22.	Liverpool	69 Broadway.
Bolivia	May 25.	Glasgow	7 Bowling Green
Cimbria	May 27.	Bremen	2 Bowling Green
Frisia	May 27.	Hamburg	61 Broadway
City of Brussels	May 29.	Liverpool	15 Broadway
Spain	May 29.	Liverpool	19 Broadway
Britannic	May 29.	Liverpool	19 Broadway.
Vine de Paris	May 29.	Havre	55 Broadway
Neckar	May 29.	Bremen	2 Bowling Green
Kansas	May 29.	Glasgow	7 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 55	Gov. Island	eve 8 18
Sun sets	7 00	Sandy Hook	eve 7 33
Moon sets	eve — —	Hell Gate	eve 10 03

PORT OF NEW YORK, MAY 4, 1875.

CLEARED.

Steamer Manhattan (Br), Jones, Liverpool via Queenstown—Williams & Guion.

Steamer Lessing (Ger), Tocelburg, Hamburg—Knauth, Nachod & Kuhne.

Steamer Old Dominion, Walker, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Steamer E C Biddle, Pierce, Philadelphia—Jas Hand.

Steamer Glaucus, Bearse, Boston—B F Dimock.

Bark Susan A Blaisdell, Sawyer, Anjer for orders—Carver & Barnes.

Brig Oslo (Nor), Olsen, Riga—Tetens, Bockmann & Co.

Bark Gazelle, Duntze, Point-a-Pitre—H Trowbridge's Sons.

Bark Eliza Barss (Br), Veney, Hamilton (Bermuda)—Jones & Lough.

Brig Amy A Lane, Carver, Cadiz—Walsh & Field.

Brig Monarca del Mare (Ital), Gargnilo, Constantinople—Iscovich & Co.

Schr Stephen Harding, Harding, Vera Cruz—B F Metcalf & Co.

Schr Ellen Perkins, Kelly, Norwich—Fisher & Co.

ARRIVALS.

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

Steamer North Point, Smith, Fernandina via Brunswick, Ga, 5 days, with mdse and passengers to Herman Gelnecke.

Steamer San Salvador, Nickerson, Savannah May 1, with mdse and passengers to W R Garrison.

Steamer Charleston, Berry, Charleston May 2, with mdse and passengers to J W Quintard & Co.

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

Bark Mary Goodell (of Searsport), Eames, Padang Jan 8, with mdse to order; vessel to Vernon H Brown & Co. Passed Cape Good Hope March 1, and crossed the Equator April 8, in lon 37.

Bark Maria Lauro (Ital), Lavello, Gloucester 54 days, with salt to J Cienger.

Bark Sestina Lente (Nor), Gleruldsen, Plymouth 48 days, in ballast, to master. Is anchored at Sandy Hook for orders.

Bark Antonietta C (Ital), Trapani, Genoa 59 days, in ballast to Jiorcovich & Co. April 24, lat 33, long 65, spoke brig R M Heslen, Gould, from Messina for Boston (before reported) with loss of foremast; had it carried away in a gale 55 days previous in the Gulf Stream; wanted no assistance.

Bark Gilo (Nor), Teilsbsen, Zaza 16 days, with sugar to Jova, Terry & Co; vessel to Punch Edye & Co.

Brig Hattie Pettis (of Parrsborough, NS), Pettis, Yabucoa, PR, 15 days, with molasses to Galway & Casado; vessel to D R De Wolf & Co.

Brig Richmond (of Bangor), Neal, Trinidad via Delaware Breakwater 29 days, with molasses to skiddy, Mumford & Co; vessel to Miller & Houghton.

Schr Kate E Rich (of Ablecom), Doughty, Savannah, 19 days, with lumber and shingles to master. Is bound to Philadelphia, but put into this port for repairs, having, on April 18, lat 35 lon 74, experienced a heavy gale from NW, lasting three days; carried away foremast within six feet of deck, also maintopmast, stove boat, and lost all sails and rigging attached to foremast.

Schr Alex Wiley, Bonsteelstamp, Virginia.

Schr Kate Lawson, Nelson, Virginia.

Schr M L Compton, Fogerty, Virginia.

Schr Wm McGee, Sheridan, Virginia.

Schr J T Russell, Russell, Virginia.

Schr Mary Stowe, Baker, Virginia for New Haven.

☞ Bark Alpha (Nor), Monsen, from Rouen, arrived 3d and anchored at Sandy Hook for orders. Came up A M. Reports April 26, lat 31, lon 61, spoke bark Ulrica (swed), from London for Wilmington, N C, 40 days out.

PASSED THROUGH HELL GATE.

ROUND SOUTH.

Steamer Galatea, Waldan, Providence for New York, with mdse and passengers.

Schr Haze, McNamee, Greenwich for New York, with stone to order.

Schr Tunis Genew, Baker, Warren for New York.

Schr J R Mitchell, Morrell, Providence for New York.

Schr Ann E Clark, Clark, Newport for New York.

Schr Hattie Perry, Perry, New Haven for New York.

Schr Artist, Forrester, Somerset for New York.

Schr Mary Emma, Hulse, Brookhaven for New York.

ROUND EAST.

Steamer Glaucus, Bearse, New York for Boston.

Steamer Tillie, Ewing, New York for New London.

Steamer United States, Davis, New York for Fall River.

Schr Sylvester Hale, Coleman, New York for Taunton.

Schr Hunter, Green, Rondout for Providence.

Sloop Deep River, Scott, New York for Greenwich.

SAILED.

Steamers Lessing (Ger), for Hamburg; Manhattan (Br), Liverpool; Old Dominion, Richmond, &c; ship Marcia C Day, Bremen; barks Undenia (Nor), Cronstadt; Gazelle, Point-a-Pitre; schr Eldorado, Rock Sound.

MARITIME MISCELLANY.

☞ See Port Arrivals and Cable News.

Brig PROTEUS, Farr, from Mayaguez, which was spoken by pilot boat Ezra Nye and reported to have shifted cargo and leaking badly, arrived at Boston 3d; Capt Farr says his vessel is all right and tight.

Brig MISSISSIPPI, which has been named for her many short voyages to and from Demerara, is to be thoroughly overhauled and resinted at Baltimore.

Brig GLENROE (Br), Day, at New London, from Porto Rico for New Haven, had heavy weather from April 15 to 20th ult, during which she split and lost sails and rigging; was 5 days north of Hatteras.

SCHR SETAGAWA (of Gloucester), 102 57 tons, built in Kennebunk port in 1862, has been sold to Benj Haskell & Sons and Capt Warren Guptill for $1250.

SCHR LODINE (of Gloucester), 40.89 tons, built at Essex in 1866, has been sold to Mr George Black, of Deer Isle, Me, formerly of Gloucester.

SCHR. IRVING, Azevedo, from Bravo (Cape de Verde) for New Bedford, with 112 bbls. of oil on freight from the schr. Ellen Rodman, went ashore on the West end of Nantucket on Sunday night. Her masts were carried away. Her cargo will probably be saved.

SCHR A M HOWES, at Baltimore, on Sunday, from Matanzas, reports that on April 22 she sprung rudder-head and had strong gales from the northeast, with heavy seas. On the 26th, off Cape Henry, while in a thick fog, she collided with the schr A M Allen, from this port, and had her jibboom carried away, sprung cowspril and had yawl boat stove. The Allen received no damage.

SCHR MAGGIE, McFadden, from Humacao, PR, for Boston, before reported at Newport in distress, will make temporary repairs at Newport and proceed to her port of destination as soon as she receives a new suit of sails, which have been ordered from Portland. The M has a cargo of 252 hhds and 80 bbls of sugar.

SLOOP OLIVE, before reported sunk at Bristol Ferry, RI, was about 10 tons capacity, and was owned by Capt Morris of Bristol. Her cargo consisted of rags and scrap iron, and was consigned to the Messrs Flint, of Fall River. Capt Morris floated on a bale of rags, and when rescued by the keeper of the lighthouse was completely exhausted. The rest of the crew were saved. It is presumed that she sprung a leak, and, the wind blowing very heavy at the time, she could not reach the shore before she went down; she will be raised.

HALIFAX, NS, May 4—A telegram this evening says the steamer Alhambra is now badly blistered and broken. Two small schooners' cargoes have been saved dry, but the balance of the steamer's cargo is now badly damaged. The passengers are at present at Barrington, where they are well cared for, and will leave for Halifax in the steamer M A Starr about Thursday.

A telegram from Barrington this evening says the Alhambra will be a total loss. A small portion of the cargo will be saved. The vessel struck on Fish Island Ledge. The passengers have been all landed and are being carefully attended to. A fog whistle is being constructed on Cape Table, near where the Alhambra was wrecked.

NEWCASTLE, Del., May 4.—The barge Carrie A Elmer, from Baltimore for Philadelphia, with coal, while coming in the harbor in tow at 10 A. M. to-day, struck the ice breaker and stove a hole in her hull. She was run ashore on the mud.

ORLEANS, Mass, May 4—The schr Maggie A Fiske, Charleston, SC, for Weymouth, was at anchor off Nauset Harbor at 7 o'clock last night leaking badly. Nothing heard from her this morning.

PORTLAND, May 3—Several vessels were quite seriously injured at the docks yesterday afternoon by being pounded against the wharves by the heavy swell which followed the storm. The Norena was quite badly punctured by thrashing against a strong bolt, and the Franklin, of Boston, received similar injury. All attempts to remove them from injury was unavailing.

VINEYARD HAVEN, May 3—schr General Howard returned to-day, having, when off Squash Meadow Shoal, carried away foremast head and mainboom, and will undergo temporary repairs.

schr B N Hawkins dragged afoul of the schr Petrel today, and broke the latter's bowsprit and carried away her jibboom.

SHIPBUILDING—At Calais, E C Dunton, master builder, has a fine schr of about 150 tons on the stocks, in a good state of forwardness.

WHALEMEN.

Arrived at New London May 4, schr Golden West, Williams, from South Atlantic, with 1600 seal skins and 45 bbls oil.

Cleared at New Bedford May 3, barks John P West, Manchester, Atlantic and Pacific Oceans; George & Mary, Cannon, Atlantic Ocean.

Sailed from do 4th, barks George & Mary, and John P West.

Bark Rousean, at New Bedford, off Shore ground took 250 bbls oil, and had on board 750 bbls sp oil and 850 do bnsh oil. Sent home 350 bbls sp oil, on the line, in the Pacific Ocean, a sp whale making 250 bbls was taken. The N has 2500 lbs bone on board.

Brig Rosa Baker, at New Bedford, has 280 bbls sp oil and 15 bbls bkfish oil. Sent home 90 bbls sp. Returned on account of the vessel leaking about 1000 strokes per hour.

A Lisbon cable despatch received at New Bedford May 3, reports the arrival at Barbados of bark Sea Ranger, Cornell, of NB, with 1200 bbls sp oil—10 months out.

SPOKEN.

Ship Emerald Isle, Williams, from Liverpool for New York, April 24, lat 51 02, lon 17 52.

ship Enterprise (Br), from Portland,