GREEN RAMPANT AGAIN.

THE COMPTROLLER DEPRIVING CITY EMPLOYES OF THEIR WAGES TO GRATIFY HIS PERSONAL SPITE—MAYOR WICKHAM'S VIEWS.

The question as to when the firemen will get their salaries is yet an open one, as up to a late hour yesterday afternoon the warrants sent back to the Comptroller by the Mayor on Tuesday had not been returned in proper form to his office. The whole difficulty between the Mayor and the Comptroller as to the way warrants should be made out has already been alluded to at length in the HERALD as far back as January, when the Comptroller first began to try to make Mr. Wickham a sort of registering clerk for his own convenience, as he had made poor Mr. Havemeyer. His warrant policy was of a twofold character. In the first place Mr. Green insisted upon sending

THE WARRANTS TO THE MAYOR,

with the day and date and name of the register left out. The Mayor insisted that this should not be, and although the Comptroller finally gave way to him in January he has several times since broken the agreement come to at that time, and of course each time brought about a strife which lasted for four or five days, during which some of the employés of the city government invariably had to suffer. The other point insisted upon by Mr. Green was that the Mayor should sign every individual warrant. The latest quarrel over this business was brought about by the Mayor very properly on Tuesday refusing to sign 1,000 warrants for the pay of the firemen, made payable to the order of the "paymaster" in Mr. Green's office, who is a clerk subject to the Comptroller's exclusive control.

THE CORRESPONDENCE.

The following is the Mayor's letter to the Comptroller, which he sent to him with the warrants non-countersigned:—

EXECUTIVE DEPARTMENT, CITY HALL, NEW YORK, May 4, 1875.

HON. ANDREW H. GREEN, Comptroller, &c.:—

SIR—I herewith return to you, without my countersignature, about one thousand warrants received by me from than an hour ago in a bundle from the Finance Department, drawn on the Fire Department fund, being, as it appears, a separate warrant for the pay of each fireman or other employe of that department for a month's salary or wages. You will remember your assurances to me early in January that from that time forward such payments should be made by a single warrantor each payroll, and you are reminded of the fact that since that time until now you have observed the engagements then made by you. The appearance here of this large bundle of papers is without explanation or warning and surprises me. I am, of course, reluctant to do anything from the doing of which, or to leave undone any act physically possible to be performed and from the not doing of which, there results a delay of even an hour in payment to deserving employes of the city government for salary or wages laboriously and faithfully earned. But until furnished with information or reasons to show the propriety of changing the attitude heretofore assumed in these cases, I shall not countersign warrants to individuals who may properly be paid from the proceeds of one warrant for the aggregate amount of a payroll. Once established, that practice would impose upon the Mayor the drudgery of countersigning each month, not hundreds, but tens of thousands of warrants, for sums varying from a few cents to a few dollars each, to pay salary or wages to persons by the law expressly authorized to be paid upon payrolls.

The law is section 8, chapter 757, Laws of 1873, amending the city charter, and the provisions to which I refer are in these words:—"Wages and salaries, including payments for the Board of Education, may be paid upon pay rolls, upon which each person named thereon shall separately receipt for the amount paid to such person, and in every case of payment upon a payroll the warrant for the aggregate amount of wages and salaries included thereon may be made payable to the superintendent, principal teacher, foreman or other officer designated for the purpose." You will oblige me by coming before three o'clock P. M. to-day, to the Mayor's office, to explain the occasion for having sent these papers to me at this time. Very respectfully,

W. H. WICKHAM, Mayor.

The following is the reply of the Comptroller:—

CITY OF NEW YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, May 4—3:15 P. M.

HON. WILLIAM H. WICKHAM, Mayor:—

SIR—On my return to the office I have just opened your letter of this date, with which came to me warrants for the rolls of the Fire Department which I had signed and sent over for your countersignature. Among them are warrants of a class which you have heretofore been in the habit of countersigning, and all are of the class which your predecessor in office had always signed without hesitation or criticism. I enclose a copy of letters received by me from Hon. Joseph L. Perley, President of the Fire Department, and Mr. Falls, the Paymaster of this department. I think on the perusal of these letters you will quite agree with me that it is not desirable to run the risk of disturbing the efficiency of the operations of the Fire Department in order to avoid the labor of signing the extra warrant. Should a fire occur during the time that the patrol are called to the station house to get their pay, serious disaster might happen. It is, I think, better to take every reasonable precaution to prevent this. Very respectfully,

ANDREW H. GREEN, Comptroller.

To the above the Mayor rejoined as follows:—

EXECUTIVE DEPARTMENT, CITY HALL, NEW YORK, MAY 5, 1875.

ANDREW H. GREEN, Comptroller:—

SIR—Your letter of yesterday, in reply to mine of same date, reached me too late to be answered before to-day. You are, I think, in error in the statement that, among the warrants referred to by me, were some of a class which I have heretofore been in the habit of countersigning. If such warrants were there they were overlooked by me. It is true that, with a bundle of papers which arrived after the one mentioned in my letter, were a few warrants of a class which I have heretofore been in the habit of receiving, and those I promptly countersigned and returned to you yesterday afternoon. And you are not accurate in the remark that all of the warrants objected to by me "are of the class which your predecessor in office had always signed without hesitation or criticism." Mayor Vance has several times told me that he hesitated about countersigning such papers, and that had his term of office been longer he should not have submitted to what he considered an oppressive burden imposed upon the Mayor by the then methods of the Finance Department; and I am informed that ex-Mayor Havemeyer, too, is understood to have desired to conform as far as possible with your personal wishes, complained grievously of these things as compelling him to drudgery, against which the law cited, in my letter was intended to be a protection.

With the bundle of some thousands of warrants sent to me yesterday, without explanation or warning, you enclose copies of two letters concerning which I observe, first, that one of them is dated April 6 and the other April 12. There was certainly time enough between those dates and the 4th of May to have informed me of the contents of those papers, and to have thus enabled me to act upon them. As the matter they disclose, as to have prevented the delay which the course you have pursued to hundreds of men in the Fire Department in collecting salaries or wages which they have been for now nearly a week entitled to, and of which their families are in need. You agree with you that it is not desirable to run the risk of disturbing the efficiency of the operations of the Fire Department, in order to avoid the labor of signing the extra warrants." I am always ready to assume the performance of any labor which can be reasonably asked of me to increase the efficiency of the Fire or any other department of the city government.

But the unexpected demand you have now made upon me is not what I can consider reasonable; and the letters, copies of which you have now sent me, do not support the position you take. It seems from those letters that the warrants you have during several months been attaching to payrolls for the Fire Department have been to the order of your paymaster, or of some other employe of the Finance Department, who, as it appears, has been in the habit, after drawing the money upon these warrants, of going to the several station houses to distribute it, and get receipts from the persons named on the payrolls at hours when upon their duties, to the inconvenience to the men, and have disturbed the efficiency of the department. Of course, that state of things should be corrected, and immediately. But in doing so why not do exactly what the law provides for, by attaching to the payroll of each company a warrant for the aggregate amount payable to the "foreman" of the company "or other officer of the Fire Department itself, whose duty it will be to distribute the money to the persons entitled to it in a manner and at a time which can be determined with proper regard to the convenience of the men and the discipline and efficiency of the service?" I am told that a similar arrangement is adopted in the public schools in paying the teachers and in the Police Department in paying the members of the force. What objections—reasonable objections—can there be to that plan for the Fire Department? I very much regret the occasion for so long a letter, and would not have been compelled to it had you complied with my request, made in my last letter, for a personal interview on this subject. Very respectfully,

WILLIAM H. WICKHAM, Mayor.

THE COMPTROLLER'S SIDE OF THE STORY.

In a statement prepared by Mr. Green for publication yesterday in relation to the warrants, he says:—

The warrants for the pay of the firemen for the month of April have all been prepared by the Finance Department and signed by Comptroller Green, and were ready on Tuesday to be countersigned by Mayor Wickham, but as yet they remain unsigned by that officer. It is understood that the principal difficulty in the matter is the additional labor which will be imposed upon the Mayor in signing a warrant for each fireman. Mayor Havemeyer had always signed each month all warrants for the pay of the force of the Fire Department, and this plan was adopted as a means of convenience and safety, and continued to the close of 1874. Mayor Wickham doubtless thought another course than this should be adopted. Comptroller Green, in order to accommodate, and contrary to his own judgment in the matter, acceded to the Mayor's wish, and the experiment of paying the firemen in money was made and has been in operation for three months.

It is found, as will be seen by the communications of the President of the Fire Department and the paymaster to the Finance Department, not to work satisfactorily, and that a request was made by the Fire Department to return to the old mode of paying by warrant.

Section 29 of the charter of 1873 makes it the duty of the Comptroller and not the Mayor to prescribe the manner in which all salaries shall be drawn, and the mode by which all creditors, officers and employes of the corporation shall be paid.

The disbursement of moneys is an important duty and should be most carefully preceded with. The Mayor, it is understood, is desirous of having the moneys for the firemen placed in the hands of the several foremen for payment of the men under them. These men give no bonds to the city, and could not therefore be made responsible in case of misconduct or errors in connection with the disbursements. This mode would require accounts to be kept by each, and this added to their important duties in connection with the department, would be absurd. The signing of these warrants imposes a greater amount of duty on the Comptroller than upon the Mayor, and all extra labor to the latter from this cause would occupy but a small part of his time, and any system prescribed which would settle the departments, and at the same time be a safeguard to the Treasury, should be followed.

The following are the letters alluded to by the Comptroller:—

HEADQUARTERS FIRE DEPARTMENT, CITY OF NEW YORK, April 6, 1875.

HON. ANDREW H. GREEN, Comptroller:—

SIR—The rules of this department require the members of the uniformed force to do patrol duty and to inspect the various buildings within their company districts. This duty prevents the firemen in many instances from meeting the paymaster when he visits the company quarters and compels them to go to the Finance Department to receive their salaries, which results in much loss of time and inconvenience to the public service. Under these circumstances we deem the present system of paying in money instead of warrants, as heretofore, which takes from two to three days to pay the employes of this department inadequate, while under the old rule of paying in warrants the whole work could be done in a few hours, without any loss of time to the men or injury to the proper working of the department. We would, therefore, request that you return to the old system of paying the members of the department or adopt some other method which will not interfere with the efficiency of the uniform force. Very respectfully,

JOSEPH L. PERLEY, President.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, April 12, 1875.

HON. ANDREW H. GREEN, Comptroller:—

DEAR SIR—I beg to call you attention to the inefficacy of the mode of paying by money the salaries of the officers and men of the Fire Department, as has been done by me for the past three months. It is productive of great loss of time and discomfort to the men, and, the foremen state, infringes upon their discipline. On pay days the men are kept waiting in their respective quarters until paid off, by which in each of the sixty-four companies one man loses his day off, others their meal hour, the patrols miss their pay and the one who has been watching all night has his rest broken to come down and sign the roll. In the district north of Harlem there are about fifty horsemen and ladder men, who are paid but $300 a year to assist the uniformed force. They are working men, and, when summoned to the engine houses to await my arrival, are compelled to leave their work and lose their time. By the previous mode of paying the force the warrants for each company were given to the foremen, who distributed them to the men at their convenience. The foremen and men earnestly desire to have that method restored. Very respectfully, MOOR FALLS, Paymaster.

It may be of interest to state that the charter does not recognize any "paymaster" in the Comptroller's office or elsewhere. It will be noticed that the Comptroller quotes all that portion of section 29 of article 5 which provides that he shall prescribe "the mode by which all creditors, officers and employés of the Corporation shall be paid;" but there he stops, as the section continues: "All payments by or in behalf of the Corporation shall be made through the proper disbursing officer of the Department of Finance;" and section 34 of the same article provides that "the Chamberlain shall pay all warrants drawn on the treasury by the Comptroller and countersigned by the Mayor." This clearly shows that the paymaster business, in which the Comptroller employs three clerks to carry on in his own way and after his own methods, is the result of an assumption of unwarranted power on his part. Indeed, it is quite possible that upon the decision of this very question will depend in a short time the future power of Mr. Green to bring about squabbles on technicalities that are always hurtful to those employés under the city government who can less afford to have them occur.

Mr. Perley's letter, it will be seen, does not ask that the warrants shall be made out and the men paid, as the Comptroller wants them to be. He asks simply that the old system be revived "or some other method adopted which will not interfere with the efficiency of the uniform." That's the Mayor's position exactly.

As General Fitz-John Porter happens to be friendly to the Mayor the warrants for the employés of the Department of Public Works have not yet been sent to the Mayor by Mr. Green, and before the employés of the Department of Charities and Correction can get their pay it is probable that they will have to wait the good pleasure of Mr. Green's paymaster, who yesterday made requisition to have a steamboat put at his disposal on which to make his grand rounds.

MUNICIPAL NOTES.

James A. Dudy, the man accused of trying to kill Deputy Comptroller Earle on Tuesday, dropped in to the Mayor's office yesterday and coolly asked for the warrant for $32, which had been made out to his order two weeks ago. As in court the day before he had denied that he was the party to whom the warrant was due, he was told that if he could prove that he was after all the party to whom it belonged it would be given to him.

The Corporation Counsel was visited on Saturday it seems by men from the Department of Public Works, who told him that in pursuance of the resolution passed by the Board of Aldermen they had been ordered to remove his office effects to the old chamber of the Board of Aldermen. Mr. Smith got his back up, refused to be ousted from the *Staats Zeitung* building in that kind of way and sent a long communication, protesting against his hasty removal, to Commissioner Porter. And thus he sticks at present writing till the Aldermen give him ample quarters.

AN IMPORTANT ARREST.

Detectives King, Lyon and Wood, of the Central Office, yesterday afternoon arrested John Mahoney, alias Charles Harrington, alias Jack Sheppard, on whose track they have been for some time past, they strongly suspecting him of being concerned in several cases of grand larceny of recent occurrence.

Among the many crimes with which he stands charged and which, the police think, will be fastened upon him, are the following:—

The stealing of a horse and team belonging to Overton & Co., of No. 34½ Pine street, while the same, which contained at the time one case of tooth brushes, was standing in front of the Custom House.

Stealing a horse and truck containing three cases of tallow, the property of W. H. Diamond, valued at $400; also a horse and team, belonging to Arnold, Constable & Co., containing two cases of dry goods, valued at $500.

The prisoner, it will be remembered, was the man who, while locked up in the cells in the Central Office a little over a year ago on a charge of burglary, succeeded in effecting his escape by a clever stratagem. Calling Doorman Gaven, who had charge of the prisoners in the Central Department, to his cell, he requested that official to purchase him some cigars, giving him some money for that purpose. While the doorman was outside, collaring his prisoner, Mahoney wrenched away two of the iron bars at the top of the cell door and crawled through them. He then walked to the large door leading to the entry, which the doorman had locked when he went out, and awaited his arrival. As that officer opened the door for the purpose of re-entering the prison Mahoney got behind it, and immediately after the entrance of the doorman he rushed through it and out the Mott street door, from which time until his arrest yesterday he has remained beyond the clutches of the police.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
Robania	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
France	May 8.	London	69 Broadway.
Erin	May 8.	Liverpool	69 Broadway
Scotia	May 12.	Liverpool	4 Bowling Green
Rotterdam	May 13.	Rotterdam	50 Broadway
Cimbria	May 13.	Hamburg	61 Broadway
Algeria	May 15.	Liverpool	1 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	55 Broadway
Utonia	May 15.	Glasgow	7 Bowling Green
Rhein	May 15.	Bremen	2 Bowling Green
Wisconsin	May 15.	Liverpool	29 Broadway.
Nevada	May 19.	Liverpool	4 Bowling Green
State of Louisiana	May 19.	Glasgow	12 Broadway.
Westphalia	May 20.	Hamburg	61 Broadway.
City of Richmond	May 22.	Liverpool	19 Broadway.
Republic	May 22.	Liverpool	19 Broadway
The Queen	May 22.	Liverpool	69 Broadway.
Bolivia	May 25.	Glasgow	7 Bowling Green
Oder	May 22.	Bremen	2 Bowling Green
Frisia	May 27.	Hamburg	61 Broadway.
City of Brussels	May 29.	Liverpool	15 Broadway
Spain	May 29.	Liverpool	69 Broadway
Britannic	May 29.	Liverpool	19 Broadway.
Ville de Paris	May 29.	Havre	55 Broadway
Neckar	May 29.	Bremen	2 Bowling Green
Rhinania	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 52	Gov. Island		eve	9 14
Sun sets	7 01	Sandy Hook		eve	8 29
Moon sets	eve 8 47	Hell Gate		eve	10 59

PORT OF NEW YORK, MAY 5, 1875.

CLEARED.

Steamer Cuba (Br), Marlyn, Liverpool via Queenstown—C G Francklyn.

Steamer State of Georgia (Br), Knight, Glasgow—Austin Baldwin & Co.

Steamer Ashland, Whitehurst, Savannah—Root Lowden.

Steamer Georgia, Crowell, Charleston—J W Quintard & Co.

Steamer Regulator, Doane, Wilmington, NC—W P Clyde & Co.

Steamer George W Elder, Reed, Baltimore—Old Dominion Steamship Co.

Steamer Ann Eliza, Richards, Philadelphia—James Hand.

Steamer George B Sproat, Ford, Philadelphia—James Hand.

Steamer Chesapeake, Mangum, Portland—J F Ames.

Ship Flying Eagle, Crowell, Melbourne—R W Cameron & Co.

Ship Magnolia (Br), Hilton, Bremen—Snow & Burgess.

Bark Athlete (Br), Goudy, London—Boyd & Hincken.

Bark Agostino Feingo (Ital), Chiossi, Newry—Benham & Bowen.

Bark President Dual (Nor), Olsen, Nantes—C Tobias & Co.

Bark H S Jackson, Bacon, Cardenas—J R Winchester & Co.

Bark Josephine (Br), West, Matanzas—Henry & Parker.

Brig Alice (Br), Montgomery, Truxillo and Omoa—Eggers & Heinlein.

Brig Harry Stewart, Weeks, St Thomas—Miller & Houghton.

Brig Adelle McLoon, Pierce, St Johns, PR—Parsons & Loud.

Brig George Gilchrist, Orcutt, Sagua la Grande—Parsons & Loud.

Schr Rubinia (Br), Secord, St Johns, NF—P I Nevius & Son.

Schr S B Hume, Higgins, St Johns, NF—Brett, Son & Co.

Schr S F Seabury, Trim, Jacksonville—Warren Ray.

Schr Myrover, Brown, Charleston—Evans, Hall & Co.

Schr J R Horton, Hickman, Wellfleet—St John & Avery.

Schr Nearchus, Markland, New Haven—Delanoy & Cottrell.

Schr Henry Lemuel, Davis, New Haven—Cartwright & Doyle.

Sloop Fred Brown, Wilson, Providence—H W Jackson & Son.

ARRIVALS.

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

Steamer City of Paris (Br), Tibbits, Liverpool April 22 and Queenstown 23d, with mdse and 986 passengers, to J G Dale. April 26, west of Fastnet, passed schr Pride of Torridge, bound west; 30th, lat 40 03, lon 48 09, saw an iceberg; same day, lat 42 54, lon 48 56, another iceberg; May 1, lat 42 31, lon 51, passed an Anchor line steamer bound east; 3d, 9 20 AM, 508 miles east of Sandy Hook, steamer France (Fr), hence for Havre; 11 40 481 miles east of Sandy Hook, steamer California (Br), hence for Glasgow.

Steamer Erin (Br), Andrews, Liverpool April 21 and Queenstown 22d, with mdse and 469 passengers to F W J Hurst. May 1, no lat, &c, passed steamer Bothnia (Br), hence for Liverpool; 3d, no lat, &c, steamer City of Chester (Br), do for do.

Steamer Colombo (Br), Burkett, Hull, via Southampton April 21, with mdse and 15 passengers to C L Wright & Co; May 3, lat 46, lon 47, saw a large quantity of icebergs and field ice.

Steamer Cimbria (Ger), Brandt, Hamburg April 21 via Havre 24th, with mdse and passengers to Kunhardt & Co.

Steamer Rotterdam (Dutch), Janzeau, Rotterdam and Flushing April 19, with mdse and seventy-one passengers to Funch, Edye & Co.

Steamer Amerique (Fr), Pouzols, Havre April 24, with mdse and 217 passengers, to Geo Mackenzie. Had strong westerly winds throughout; April 28, lat 49 17, lon 33 09, passed ship Michael Scott (Br), bound east; 29th, lat 46 53, lon 37 46, a Russian bark bound east, showing signal letters RLCP; May 1, lat 43 08, lon 49 40, saw several icebergs, passing the last ones in lon 54 30.

Steamer Adige (Br), Soule, Sta Marta and Port-au-Prince, via Nassau, May 1 with mdse and 44 passengers to Pim, Forward & Co; May 5, 9 AM, 30 miles SE from 5 fathom lightship, spoke brig Northern Home, of Canning, NS, from Pernambuco, for New York, dismasted (as before reported), working toward the land under jury mast; required no assistance.

Steamer City of Vera Cruz, Dexter, Havana May 1, with mdse and passengers to F Alexandre & Sons.

Ship Carricks (of Workington), Carr, Manila, 103 days, with hemp and sugar, to order; vessel to G F Bailey.

passed Anjer, Feb 1. Cape of Good Hope, March 10, and crossed the Equator, April 15, in lon 36 W, had light winds and calms most the passage. April 1, lat 9 48 S, lon 24 17 W, spoke bark Cuidee (Br), from Liverpool for Squique, 17th, lat 11 07 N, lon 47 39 W, signalized a German bark, bound West, showing signal with letters MRKQ in it.

Bark Mary Ann (of S Shields), Follett, Passaverang, 146 days, with sugar to order. Passed Cape of Good Hope Feb 9 and crossed the equator March 9 in lon 24 W; March 9, lat 0 34 S, lon 21 19 W, exchanged signals with a ship showing letters HYNC, bound south; 10th, lat 0 27 N, lon 24 15 W, spoke ship Boroda, from Liverpool for Calcutta; 11th, lat 0 57 N, lon 25 43 W, ship Maha Iucshevar, from Liverpool for Nasanang, same date, &c, ship Sunastra, from do for Calcutta; 13th, lat 2 N, lon 27 W, exchanged signals with a bark showing letters L D M W, bound south; April 27, lat 33 26 S, lon 66 15 W, spoke brig R M Helton, from Messina for Boston, under jury masts. The M A anchored at Sandy Hook for orders.

Bark Europa (of Edgartown), Baker, Sydney, NSW, 105 days, with wool, &c, to R W Cameron. Passed Cape Horn Feb 19 and crossed the equator March 7, in lon 38 W; April 23, lat 25 23, lon 52 50, spoke schr Nellie steering SSE.

Bark G W Rosevelt, Harriman, Havana 9 days, with sugar to Eubira & Co; vessel to James E Ward & Co.

Bark Endeavor (of Bath), Mountfort, Cardenas 9 days, with sugar to order; vessel to Marcus Hunter & Co.

Bark Ella Vose (Br, new, 884 tons), Doody, Halifax, NS, 7 days, in ballast to J W Whitney & Co.

Brig Queen of the Fleet (Br), Bridges, Witheridge, Colombo, January 16, with mdse to Howland & Aspinwall; vessel to Bowring & Archibald. Passed the Cape of Good Hope March 3 and crossed the Equator April 3, in lon 30 W; passed Bermuda April 26, had light winds, with fine weather, until nearing the Gulf stream, thence strong gales from SW, with heavy sea; March 28, lat 3 40 S, lon 24 30 W, spoke ship Robert Kerr (Br), from Liverpool for Calcutta, all well; May 3, lat 37 42, lon 73 50, schr A D Henderson, from New York for St Kitts.

Brig Daisy, McCarty, Rio Janeiro, Feb 27, via Hampton Roads, May 2, with coffee to G Amsinck & Co.; vessel to R Wand. Crossed on the equator April 18, in lon 41.

Brig New York (Ital), Amado, Castellamare, March 5 with fruit to order; vessel to Funch, Edye & Co.

Brig Centaur, Stanley, Cardenas 8 days, with sugar to Renauld, Francoise & Co; vessel to Marcus Hunter & Co.

Schr Matt Bendell, Porter, Marigoane, 14 days, with logwood to G Wessels; vessel to Master.

Schr S H Sweet (of Windsor, NS), Dunn, St Croix 14 days, with sugar to Roche Bros & Co; vessel to D R De Wolf & Co.

Schr Lavina Bell (of Brook Haven), Aldrich, Baracoa 11 days, with fruit, to I J Madge; vessel to Van Brunt Bros.

Schr N H Burrows, Taylor, Virginia.

Schr O H Booth, Bennett, Virginia.

Schr H T Wood, Curtes, Virginia.

Schr M E Turner, Camp, Virginia.

Schr J J Merritt, Curtis, Virginia.

Schr John Tway, Hazleton, Virginia.

Schr Excel, Ludlum, Virginia.

Schr Mary C Duncan, Duncan, Virginia.

Schr Snow Flake, Brown, Virginia for New Haven.

Schr R I Morris, Edicott, Baltimore for New Haven.

☞ Bark Giuseppe Ascame (Ital), which arrived 1st and anchored at Sandy Hook, came up to the city PM 5th.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer Franconia, Bragg, Portland for New York, with mdse and passengers to J F Ames.

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

Bark Grad Karlovez (Aus), Ginsti, Alexandria, E, via New Haven for New York.

Schr E A Hooper, Hooper, Boston for New York.

Schr Alnomak, Flye, Rockland for New York, with lime to J S Brown.

Schr Jacob Raymond, Perkins, New Bedford for New York.

Schr Wm E Woodall, Allen, New Haven for New York.

Schr Tunis Depew, Baker, Providence for New York.

Schr Sarah Falconer, Wilson, Southport for New York.

Schr L Markle, Lynch, New Haven for New York.

Schr Angler, Besse, Wareham for New York, with iron to order.

Schr James R Hoyt, Lyons, New Haven for Baltimore.

Schr Lucy Church, Pierce, Providence for New York.

Schr Maria Lavina, Rogers, Northport for New York.

Schr W H Skinner, Skinner, New Haven for Baltimore.

Schr Sarah Elizabeth, New Haven for New York.

Schr S A A Baker, Murray, New Haven for New York.

Schr R S Dean, Macomber, Taunton for New York.

Schr S Plower, Hubbard, Portland for New York, with stone to order.

Schr Escort, Hawkins, Bridgeport for New York.

Schr Chas H Northam, Cock, Portland for New York, with stone to order.

Schr Cohasset, Jones, New Haven for New York.

Schr B K Pitts, Walker, Providence for New York.

Schr Chief, Smith, Norwich for New York.

Schr Dart, Williams, Stamford for New York.

BOUND EAST.

Steamer Chesapeake, Mangum, New York for Portland.

Steamer Bolivar, Geer, New York for Norwich.

Schr H P Hallock, Hallock, New York for Huntington.

Schr L O Wells, Kelsey, Hoboken for Hartford.

Schr Daisey E Parshurst, Parshurst, Philadelphia for Boston.

Schr John Stockham, Hart, Hoboken for Providence.

Schr Carrie (Br), Bonnell, New York for St John and Fredericton, NB.

Schr Niantic, Murray, New York for Taunton.

Schr Elm Park, Griffin, Hoboken for Providence.

Schr Loon, Hubbs, Rondout for Spencerset.

Schr J W Fish, Croveey, Weehawken for Boston.

Schr Bela Peck, Avery, Newburg for New London.

Schr Wm O Irish, Tirrell, Hoboken for Providence.

Schr S Wright, Hart, Hoboken for Providence.

Schr Jeddie, Chadwick, New York for Portland.

Schr New Zealand, Simmons, Rondout for Round Pond, Me.

Schr Kate Mitchell, McLean, New York for Bath.

Schr Frank Herbert, Crowell, Hoboken for Providence.

Schr Carrie L Hix, Hix, New York for Portsmouth.

Schr Richmond, Jordan, New York for Boston.

Schr J M Freeman, Eldridge, New York for New Bedford.

Schr Urbana, Weeks, Hoboken for Providence.

Schr Lake, Rogers, New York for Danversport.

SAILED.

Steamers Cuba (Br), for Liverpool via Queenstown; State of Georgia (Br), Glasgow; Ashland, Savannah; Regulator, Wilmington, NC; Georgia, Charleston; George W Elder, Baltimore; ships Lillian (Br), Callao; Cholula (Br), Liverpool; Philosopher (Br), do; North American, San Francisco; Magnolia (Br), Bremen; barks Rose (Swe), Riga; Serene, Montevideo; Geo F Lawrence (Ital), Genoa; Susan A Blakeslee, Anjer; Elisa (Nor), Odessa; M W Brett, Cardenas; Lizzie Merry, Cienfuegos; Cortese (Ital), Dunkirk; Kobe (Nor), Stockholm; Eliza Barss (Br), Bermuda; Hans (Ger), Baltimore; brig Daniel Trowbridge, Barbados.

OUR MARINE CORRESPONDENCE.

NEWPORT, RI, May 5, 1875.

Brig Chas Miller (of Winthrop, Me), Capt Dockendorff, with a cargo of ice, from Boston for Galveston, arrived here this afternoon in distress. She left Boston on Friday last, and during the heavy westerly gale of Sunday night sprung aleak. To the consternation of the captain the pumps were found all choked up with the sawdust in which the ice was packed, and nothing could be done with them. Accordingly, holes were cut through the ice, and by bailing day and night the ship was kept afloat. There were ten passengers on board, who were also obliged to assist in bailing. She has now six feet of water in her hold, and one pump procured from the shore is kept constantly at work by a double crew. The vessel is insured. She will be brought in and grounded on Gravelly Point, inner harbor, as soon as the wind goes down.

Schr Petrel, Robbins, from Calais for orders, arrived to-day, with head of bowsprit carried away by collision in Vineyard Haven.

MARITIME MISCELLANY.

☞ See cable news.

We are indebted to the purser of the steamer City of Vera Cruz, from Havana, for favors.

SHIP KING OF ALGERIA (Br), Smith, from Philadelphia for Antwerp, which arrived at Flushing May 1 leaking, having been ashore, had 16 feet of water in her hold, and had jettisoned 115 casks oil.

SHIP ST LAWRENCE (Br), Johnson, from San Francisco for Queenstown, which put into Acapulco leaky, stopped the leak, and resumed her voyage April 8.

BARK E H KINGMAN, from Howland's Island for Liverpool (before reported), was abandoned Feb 16, in lat 50 S, lon 45 W, dismasted and leaky.

BRIG ELIZABETH, Stubbs, from Zaza for New York, which put into Havana May 3, was leaking.

SCHR MARGIE—A survey has been held on board schr Margie, from Homacos, PR, with a cargo of sugar for Boston, which put into Newport in distress last Friday, and a thorough repairing was recommended before proceeding. Her sails are now being made at Portland, and it is expected that she will be able to start for Boston in about ten days or two weeks.

SCHR HARRY LANDELL, Taylor, from New York for James River, put into Norfolk May 3 in distress, having lost foremast head and jibboom in a squall on Sunday, while beating up the James River. While going up the harbor she collided with another vessel, but neither sustained much injury.

SCHR GRACE WEBSTER, from Cardenas for Philadelphia, before reported ashore on Hillsboro Island, was got off night of May 3, all right.

SCHR MATTIE A HAND, from Cedar Keys for Portland, at Vineyard Haven 4th, experienced heavy weather and sprung bowsprit.

SCHR SOUTHERN CITY (of Crisfield), Nelson, from Virginia for New York, with a cargo of oysters, was lost off Cape Henlopen Light Sunday morning during a severe gale. Her crew consisted of five persons, all of whom are supposed to be lost.

SCHR PAMPERO, Locke, at Philadelphia, from Calbarien, was 16 days north of Hatteras with bad weather; lost and split sails.

SCHR LIZZIE MAULL, Scull, from Brunswick, Ga., for New York, which put into Savannah in distress, completed repairs and resumed her voyage yesterday (4th).

SCHR MAGGIE A FISK, which was below Boston 4th inst leaking, has proceeded to Weymouth.

SCHR HAVEN ROSS, from New York, before reported ashore at Vineyard Haven, has been gotten off and arrived at Portland 5th inst.

SCHR WM MAYNCK, Nelson, from New York for James River, for a cargo of oysters, arrived at Norfolk May 3 with loss of flying jib, foresail and mainsail.

ALEXANDRIA, May 4—Schr D M Anthony, before reported as striking on a rock at Georgetown and springing aleak, having been repaired, was launched from the ways here to-day, and again sailed for Georgetown.

EASTPORT, Me, May 5—Schr T W Allen, from Dennisville for Providence (lumber laden), is ashore near Eastport. A cutter will assist her to-night.

PORT AU BASQUE, N F, May 5—A sealing schooner just returned from near Bird Rocks reports having spoken the steamer Dauntless near Bird Rocks, April 28; going ahead slowly through the ice. The Captain says the ice is very heavy and he does not think the steamers can get through yet.

SYDNEY, C B, May 5—Schr Stronza, Mantel, from Halifax for Cow Bay and Sydney, struck an iceberg off Gabarouse, Saturday night, and sunk half an hour after. The crew was picked up and brought to Mainadieu.

LAUNCHED—At Haverhill, May 1, a fine modelled vessel (name not given) of 290 tons, old measurement, built there by Mr Albert Nelson, of Newburyport, for Mr John C Tilton, of Haverhill. The schooner has one of Capt Willeby's patent keels.

NOTICE TO MARINERS.

A US revenue steamer is now in the Machias River, taking initiatory steps towards the erection of a lighthouse on Avery's Rock; also a steam fog whistle on Libby Island. The Avery Rock light will be a wooden frame, filled in with brick, and surmounted by a Fresnel light of the second order.

AFRICA, WEST COAST.—SAILING DIRECTIONS.

The following information, relating to a portion of the West Coast of Africa, has been received from Commodore Sir William N. W. Hewett, RN, KCB, VC, senior officer on West Coast of Africa, 1874:—

GABOON RIVER.—The remarkable trees on the summits of mounts Bouet and Baguin are no longer distinguishable, being obscured by the surrounding forest growth.

"Penelope Pass—The Caraibe and southeast banks, on the northeast side of Penelope pass, are each marked by a red conical buoy with staff and ball.

On rounding the southeast bank buoy at a distance of about 70 yards several depths of 5 fathoms were obtained at half flood, by HMS Spiteful, in October, 1874.

Mouche Bank, on the southwest side of Penelope pass, is marked on its northern side by a black can-buoy with staff and flag. From the buoy Pongara point bears SS, about 5 miles. (See Notice to Mariners, No 1, 1874.)

Mouchardy Bank, on the south side of Penelope Pass, is marked on its northern side by a balck conical buoy.

Pongara Point—The Funnel beacon on the extremity of Pongara Point is painted black and white horizontal bands.

Directions—On approaching Gaboon River the buoy on Mouche bank should be sighted, bearing in mind that the flag on the buoy is small and not easily seen from a distance.

On proceeding through Penelope Pass after passing Mouche bank, red buoys mark the port and black the starboard side of the channel.

There are no pilots to be obtained off Gaboon River, neither do any appear necessary.

PRINCE'S ISLAND—West Bay is a safe and quiet anchorage. The old fort and the house of Roca-Ferreira, formerly used as marks for anchoring, are no longer to be seen.

No coal nor supplies of any kind can be obtained at this island.

ANNO BOM ISLAND—The anchorage at Anno Bom Island is not good, as the bottom is rocky, and a heavy swell sets in from the southeast occasionally.

Bearings magnetic. Variation, 15 deg 10 min westerly in 1875.

AFRICA—WEST COAST—CAPE PALMAS ROAD—REPORTED DANGERS.

The German Consul at Cape Palmas reports that the bark Johannes & Emilie, of Hamburg, struck a rock which is not laid down on the charts, bearing W by N from the lighthouse.

Upon examination of the locality 6 fathoms were found close to the rocks shown on the chart off the cape, then 6½ to 5 fathoms until 1½ miles from the rocks and 2 miles from the shore, when the depth decreased suddenly to 4 and 2 fathoms, with the lighthouse bearing about N ¾ E.

Bearings magnetic. Variation, 19 deg 40 min westerly in 1875.

WHALEMEN.

Sailed from New London May 5, bark Nile, Spicer, to cruise in the Atlantic for 2 months and then to proceed to Cumberland Inlet.

SPOKEN.

Steamer