THE STATE CAPITAL

Legislation in Reference to the Liquor Interest.

EFFECTS OF THE CENTENNIAL FEVER.

The Police Board to Continue the Street Cleaning.

AMENDMENTS TO THE SUPPLY BILL

The Canal Investigation To Be Continued During the Summer.

ALBANY, May 6, 1875.

Both branches of the Legislature to-day were principally engaged in third reading of bills. Quite a number passed. At the morning session of the Assembly Mr. Jacob Hess rose to a question of privilege in regard to an article against him published in the *Tribune*, intimating corrupt action on his part in connection with the bill compelling telegraph companies in cities to put wires under ground. The gentleman emphatically denied such accusation, and remarked that having received a promise of retraction of the statement he did not propose to proceed any further in the matter at present.

EXCISE LEGISLATION.

Much anxiety is expressed among representatives of the liquor dealers now in Albany as to the passage of a proper general measure which will meet with their views and protect their interest. It is feared the short period understood to remain of the session will not give the Legislature sufficient opportunity to perfect a necessary bill. New York members of Assembly are particularly anxious in relation to the matter. Mr. J. W. Smith, Mr. Charles Reilly, Mr. Keenan and others, although compelled to be absent on business when excise measures were discussed last night, are working hard to secure a proper law for the liquor men. The most difficult part of this business seems to be the equalizing of rate of licenses. Where small establishments doing a limited business are charged $50 or $100 it would seem but just that hotels transacting an extensive business should be charged a much larger sum.

The bill allowing the trustees of the Seamen's Retreat on Staten Island to sell a portion of that property so as to repay necessary expenditures was to-day defeated on coming before the Assembly for a third reading.

REVOLUTIONARY MEMORIES.

An exhibition of genuine patriotism—so seldom even thought of lately among our legislators—was evoked to-day in the Assembly in discussion of the bill to change the name of Sandy Hill to Hudson Falls. Sandy Hill is a town in Washington county from which comes as a representative Mr. E. E. Davis, the famous canal reformer. It appears that the citizens of this place have become ashamed of their title and want it changed. The town is celebrated in Revolutionary history. General Burgoyne encamped there with his little army for some six weeks. Ancestors of the present inhabitants fought and died for their country at the battle of Saratoga. The bones of Jane Macrae, murdered by the Indians, lie in the cemetery of the village. Silas Wright, so well known and lamented by our distinguished Governor, resided at Sandy Hill for some time. Notwithstanding these historic reminiscences clustering around Sandy Hill, it appears nearly all the inhabitants desire a change in its cognomen, and a bill was introduced by Mr. Davis for that purpose. Speeches in advocacy of the measure were made by Mr. Davis, Mr. Burtis and others. Mr. Alvord and Mr. Farrar recorded their opposition in vigorous speeches. The latter gentleman, who scarcely ever takes the floor, certainly made the most eloquent appeal advocating a defeat of the bill heard upon the floor of the Assembly this session. He feelingly recounted the leading events in the history of Sandy Hill, and insisted that the title should be emblazoned alongside of Lexington, Concord, Ticonderoga and other places of Revolutionary interest. The bill was finally lost by a vote of 57 to 49.

THE STREET CLEANING BILLS.

It seems to be conceded that no change will be made in the form of cleaning streets in New York city by the Legislature, and that the work must remain, as at present, under the absolute control of the Police Commissioners. The bill allowing these gentlemen to contract by districts throughout the city was to-day passed in the Senate. An adverse report has been made from the Committee on Cities on Mr. Campbell's bill, which passed the Assembly, creating a bureau of street cleaning, the head of which was to be appointed by the Mayor and Board of Aldermen. Senator Fox to-day made a speech suggesting that the street cleaning should be given to the Health Commissioners. He argued that the Police Board had sufficient business to attend to without being encumbered with this great work of keeping clean the streets of New York city. His points, however, proved of no avail, as the mechanism of legislation was properly arranged to pass the police measure.

MEXICAN VOLUNTEERS.

Colonel James E. Kerrigan, formerly member of Congress from New York, has been here several days in the interest of a bill entitled "An Act for the relief of the surviving members of the First regiment of New York Volunteers who served in the war with Mexico." This bill has passed both houses almost unanimously. It appears there are quite a number of these gallant soldiers at present in New York city. Under the bill they are now each entitled to $280 bounty.

COMPTROLLER GREEN'S BILLS.

Comptroller Green has sent a letter to the Committee of Cities of the Assembly, calling the attention of its members to certain bills recently introduced in the Senate at his request, and most of which have passed that body. These bills are numbered 214, 215, 216, 217, 219 and 221. The Comptroller gives his version of the objects they are intended to serve and commends them to the favorable consideration of the committee. It is understood that John Kelly has instructed the New York delegation to defeat these bills or to have them amended so as to practically destroy the effects originally intended by Green.

DEPARTURE OF BOSS KELLY.

Mr. John Kelly, accompanied by E. D. Gale and Dock Commissioners Wales and Dimock, left Albany this afternoon for New York. Others of the Tammany Committee on Municipal Legislation, who have been operating here for some time, remain behind. It is again rumored that satisfactory arrangements have been made with leading republicans to prevent the passage of any laws which may affect the particular interests of Tammany Hall. This statement, however, is contradicted by the republican leaders themselves, with whom I conversed tonight, as it is not likely these gentlemen would impart any information on the subject to the public. The Common Council

RAPID TRANSIT BILL

was to-night passed in the Senate and will probably go through the Assembly to-morrow. Senator Moore having withdrawn his original bill, has thus successfully pushed the measure recommended by the municipal authorities of New York city.

THE EIGHTH NATIONAL BANK.

On the suspension of the Eighth National Bank in 1871 some $15,000 belonging to the old Excise and Health boards were deposited in that institution. Mr. William J. Best, one of the stockholders of the Bank, is now in Albany with a bill which proposes to pay 20 per cent of this amount to the city in full liquidation of all claims in this connection. The bill was introduced in the Senate to-day by Senator Fox.

Governor Tilden to-day signed the bill authorizing the Board of Supervisors to make provision for the support of prisoners in the County Jail under civil process. Senator Gross has introduced a bill which provides for the election of civil justices on a general ticket, instead of by districts, as at present. This is almost a similar measure to that now pending in the Assembly.

THE BROOKLYN BRIDGE.

In the Senate this evening Mr. Woodin, from the Committee on Cities, reported favorably the bill providing that the New York and Brooklyn bridge shall be a public work of both cities, and for the dissolution of the company. This bill was considered in Committee of the Whole at once and ordered to a third reading.

THE SUPPLY BILL.

Senator Wood, chairman of the Finance Committee, presented the Annual Supply bill to-day. Below will be found some of the

MORE IMPORTANT AMENDMENTS.

For the salaries and expenses of the Commissioners to investigate the affairs of the canals and for the compensation of experts, agents and other assistants appointed by them, $30,000.

All examinations of witnesses of parties by or before said Commissioners shall be open and public.

The Commissioner of the Land Office shall cause to be laid out into lots of suitable size and shall sell, in accordance with the statute, the real estate owned by the state in Middletown, Richmond county, now occupied by the Board of Trustees of the Seamen's Fund and Retreat, excepting that portion occupied by the Mariners' Family Association, and shall pay over to the Comptroller of the state the funds derived therefrom, who shall henceforth be trustee of said fund, after paying therefrom the mortgage upon said property, and shall invest the remainder and hold the same as a sacred trust fund, and one-tenth of the income therefrom he shall pay over annually to the Mariners' Family Industrial Society of the Port of New York, or Mariners' Family Association, for the support of the infirmities so long as said society fulfils the law under which it was created; and the residue of said income of the trust fund shall be paid annually for the support of the seamen now in the hospital of the Seamen's Retreat. The trustees of said Retreat are hereby superseded by the Health Officer of the port of New York, who shall possess all the powers and be subject to all the duties of said trustees, and shall render to the Comptroller vouchers for all expenditures. The said Commissioners of the Land Office shall, with the approval of the Governor, designate the hospital or place to which the present inmates of the Seamen's Retreat Hospital shall be removed and where all those who may be hereafter entitled to be cared for shall be received, and shall cause the present inmates of said hospital and all property and goods connected therewith to be removed thereto as soon as possible after the passage of this act.

THE NEW CAPITOL.

For the continuance of work on the new Capitol, $100,000. The Superintendent of the new Capitol is authorized to settle outstanding obligations for material, &c., ordered by the Board of Commissioners, subject to the concurrent approval in writing of the New Capitol Commissioners, hereinafter named, and said amount to be deducted from this appropriation. The old Commission is hereby abolished, and the duties of said Board are hereby devolved upon the Lieutenant Governor, Comptroller and Attorney General of the State, who shall hereinafter constitute the New Capitol Commission. Before any portion of this sum by this act appropriated for the construction of the new Capitol shall be expended the full details, plans and specifications thereof shall be approved in writing by the new Board, and when so approved shall not be altered or departed from except by the concurrent written consent of said Board, distinctly and fully stated on the plans, the extent of such alteration and the manner and extent of the expense of said building will be affected by such alteration. The furnishing of materials shall be by contract, except such portions thereof as, in the opinion of said commission, the best interests of the state require to be done by day's work. All contracts shall be awarded to the lowest *bona fide* responsible bidder after being advertised by the Superintendent in the State paper once in each week, consecutively for four weeks immediately preceding the letting of said contract, which notice of letting to be signed by the superintendent, and shall state the work to be let, quality, quantity and the kind of materials to be bid for; length of time for completion of the work or delivery of materials, amount of security required, bonds to be furnished, &c. The contract to be stopped at any time when in the opinion of the superintendent and Board it is not being fully complied with. It was the desire of the committee to place the Governor in the commission, but Governor Tilden declines to serve, as his many pressing public duties will not allow him time to give the duties of the office his personal attention.

For the Health Officer of the Port of New York, $4,000, to pay policemen at Quarantine. Hereafter such policemen may be appointed and dismissed by him at pleasure. They shall perform duty under his direction in connection with the Quarantine establishment in the bay of New York, and shall possess similar powers to those of New York policemen. Any persons arrested by these policemen may be taken by them before any criminal court or magistrate in Richmond county.

The corporation formed pursuant to chapter 492 of the Laws of 1870 for the purpose of constructing warehouses, docks and walls for quarantine purposes in the bay of New York, the plans and location of which have been recently determined, shall be deemed not dissolved if it shall commence its operations within two years of the passage of this act.

For the salary of Inspector of Public Works, expenses of clerk hire, &c.	$20,000
Buffalo Insane Asylum	75,000
The Commissioners named in chapter 753, of Laws of 1872, are dropped, leaving the Board as it was originally formed.	
For the State raceway from the Erie Canal to the Syracuse Salt Springs	$25,500
For the Sing Sing carpenter's shop	12,000
For the Clinton State Prison	22,250
For the Auburn State Prison	16,000
For the Sing Sing State Prison	10,500
For the State Armory at Auburn	15,000
For the State Armory at Syracuse	3,000
For the expenses of the Yeomans-Thompson contested seat, Twenty-third Senatorial district	13,000
For the Commissioners of Fisheries	15,000

THE CANAL INVESTIGATION.

The Assembly resolution, directing the joint committee of both houses to continue the investigation into the canal frauds during the summer, was announced in the Senate to-day. Messrs. Jacobs, Bradley and Lowery argued against concurring with the resolution, saying it would be expensive and of no use. Messrs. Laning, King, Johnson and Wood favored giving the committee power to continue the investigation.

Mr. COLE said:—The members of the committee will not shirk from any responsibility which the Senate may impose upon them, while at the same time their personal preferences would be to have no further duties assigned them. The Senate refused to concur. Yeas, 15; nays, 9. The resolution required a two-thirds vote. A motion to reconsider this vote was laid on the table on motion of Mr. Laning.

Subsequently Mr. LANING moved to reconsider the vote on the concurrent resolution, saying he thought the ruling of the President of the Senate was wrong in requiring a two-thirds vote. The Chair explained the reasons for his decision, and suggested referring the question as to the number of votes required to the Judiciary Committee.

Mr. LANING's motion to reconsider was carried. The resolution was then put upon its final passage again and adopted—yeas 17; nays 9—the Chair ruling that only a majority vote was required.

Messrs. Booth, Coe, Cole, Connolly, Dayton, Dickenson, Dow, King, Laning, Lord, Madden, Ray, Seikreg, Thompson, Tobey, Wagner and Wood voted in the affirmative on the resolution, and Messrs. Bradley, Fox, Gross, McGowan, Moore, Parmenter, Robertson, Johnson and Lowery in the negative.

THE NATIONAL GAME.

The Chicago Club played the new St. Louis nine yesterday at St. Louis and were treated to a whole nest of "goose eggs," as the following score shows:—

INNINGS.

Clubs.	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	
St. Louis	2	1	0	4	0	2	1	0	0	10
Chicago	0	0	0	0	0	0	0	0	0	0

Umpire—Mr. Worth.

BASE BALL NOTES.

To-day the Mutuals play their return match with the Centennial on the Union Grounds.

The Nameless Club, of Brooklyn, play their opening match to-morrow.

PIGEON SHOOTING.

Messrs. Joseph Lancake and John Evans shot a match of 25 birds each, 21 yards rise, 80 yards boundary, Long Island rules to govern, for $100 a side, yesterday morning, at Primrose's, on Newtown Creek. Lancake proved the winner.

SUMMARY.

Lancake—1 1 0 1 1, 0 1 1 1 1, 1 1 1 1 1, 1 1 1 1 1. Total, 23; killed, 23; missed, 2.
Evans—1 1 0 1 0, 0 0 1 1 0, 1 1 0 1 1, 1 1 1 1 1. Total, 23; killed, 19; missed 6.

CIRCULAR SAW ACCIDENT.

John Randal, an employé in Kalbfleisch's chemical works, Bushwick, while engaged in cutting carboy cases, had his right hand nearly taken off by the circular saw. He was taken to the Eastern District Hospital, where Dr. Brady performed the necessary amputation.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
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 12.	Rotterdam	30 Broadway
Cimbria	May 15.	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
Bremen	May 15.	Bremen	2 Bowling Green
Wisconsin	May 19.	Liverpool	4 Bowling Green
Scythia	May 19.	Glasgow	72 Broadway.
State of Louisiana	May 20.	Hamburg	61 Broadway.
Westphalia	May 22.	Liverpool	10 Broadway.
City of Richmond	May 22.	Liverpool	19 Broadway
Republic	May 22.	Liverpool	69 Broadway
The Queen	May 22.	Liverpool	69 Broadway.
Ethiopia	May 22.	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
Bolivia	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 51	Gov. Island	eve 10 00
Sun sets	7 02	Sandy Hook	eve 9 24
Moon sets	eve 10 07	Hell Gate	eve 11 54

PORT OF NEW YORK, MAY 6, 1875.

CLEARED.

Steamer Holsatia (Ger), Barends, Hamburg—Kunhardt & Co.
Steamer Crescent City, Curtis, Havana—W P Clyde & Co.
Steamer City of Houston, Dearing, Bermuda—A E Cutterridge.
Steamer North Point, Smith, Fernandina via Port Royal—H Geipsen.
Steamer Isaac Bell, Lawrence, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamer Bristol, Wallace, Pensacola—Jas Hand.
Steamer Mayflower, Pettit, Philadelphia—James Hand.
Steamer Franconia, Brazz, Portland—J P Ames.
Steamer Neptune, Bearse, Boston—H P Dimock.
Ship Essex (Br), Hancock, London—Peabody, Willis & Co.
Bark S J Bogart (Br), Reynolds, Bremen—Heney & Parker.
Bark Oscar II (Nor), Michaelsen, Konigsburg—Tetens, Bockmann & Co.
Bark Gustav Adolph (Swe), Ternstrom, Lubeck—Tetens, Bockmann & Co.
Bark Atlantic, Dickerson, Barbados—H Trowbridge's Sons.
Bark Oliver Emery (Br), Dill, St John, NB—J A Horsey.
Brig Francis Lewey, Lewey, Dunedin and Wellington, NZ—Mallier & Quereau.
Brig Pearl, Brightman, Port Spain—D Trowbridge & Co.
Brig Virginia, Johnson, St Pierre, Mart—Reynal & Co.
Brig Shasta, Brown, Cardenas—Jas Borland & Co.
Brig Atalaya, Allen, Cienfuegos—Ponvert & Co.
Schr C F Mayo, Morrison, Nassau, NP—R J Wenberg.
Schr Rosalie (Br), Albury, Harbor Island—Joseph Enoas.
Schr A F Cole, Mitchell, Key West—Benner & Pinckney.
Schr George A Pierce, Kelly, Salem—C F Robbins.
Schr Crusade, Mullin, New Haven—Hackett & Bro.

ARRIVALS.

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

Steamer Scotia (Br), Leitch, Liverpool April 24 and Queenstown 25th, with mdse and 94 passengers to C G Francklyn. Had fresh westerly gales and high head seas the greater part of the passage. April 26, lat 51 16, lon 12 54, passed ship Strathearn (Br), from Liverpool for Montreal, 27th, lat 50 55, lon 29 56, an Anchor line steamer, bound E; 29th, lat 49 34, lon 30 16 a state line steamer, do; same day, lat 48 01, lon 35 33, a Cunard steamer, do; 30th, lat 47 19, ship Charles Chaliner (Br), standing N.

Steamer Hellespont (Br), Perrian, Palermo, March 8, Gibraltar 14th, with mdse to Phelps, Bros & Co. Had fine weather to March 22; thence strong W and NW gales; April 30, lat 36 40, lon 58 03, passed the wreck of a bark, with mizzenmast standing, mainmast gone about 10 feet from the deck and foremast close to the deck; univers washed away, and all else swept. Knocked out and hatches off and the sea washing over her; no name visible; supposed her to be timber laden; appeared to have been in that condition but a short time.

Steamer Richmond, Kelly, Richmond, City Point and Norfolk, with mdse and passengers to the Old Dominion Steamship Company (not arrived 22d).

Steamer Hatteras, Swift, Baltimore, with mdse to the Old Dominion Steamship Co.

Ship St Filiens (of Greenock), Colter, Calcutta Dec 21, with mdse to Drexel, Morgan & Co, passed the Cape of Good Hope Feb 15 and crossed the Equator March 18 in lon 27 30; had light winds and calms to lat 27 11 S, lon 53 26 E, where experienced a hurricane, commencing at S and veering to NW; has been 13 days west of Bermuda with a succession of westerly gales and heavy sea; stove bulwarks, lost 29 sheep, lat 26 34 S, lon 56 27 E, spoke, bark Matilda Atheling (Br), from Hong Kong for London; Feb 8, lat 31 08 S, lon 33 10 E, ship Ann (Br), from Java for Falmouth, 31 days out; 17th, lat 39 40 S, lon 14 43 E, ship Persia (Br), from Caringa for London, 49 days out; March 18, on the Equator, ship William Zee (Br), from Newport for Singapore, 12 days out; 23d, lat 1 25 N, lon 29 37, bark Genoa, hence for Bombay; April 6, lat 23 45 N, lon 47 05 W, bark Ellen (Br), from Montevideo for Antwerp, 63 days out.

Brig San Antonio (Sp), Martinez, Truxillo 30 days, with mdse to Eggers & Heimlein. Had strong NE gales the entire voyage.

Brig Favorite (of New Haven), Wood, Port Spain 17 days, with sugar and molasses to H Trowbridge's Sons. Had light E and NE gales to Hatteras; from thence 4 days, with strong NE and NW gales.

Brig Minnie Miller (of Portland), Davis, Baltimore 7 days, with coal to Miller & Houghton. Is bound to Bridgeport.

Schr Northern Home (of Canning, NS), Tewksbury, Pernambuco March 17 and Barbados April 7, with sugar to H H Swift & Co; vessel to Peaniston & Co. April 17, lat 32, lon 70, encountered a heavy gale from NW, parted bobstay and lost bowsprit, foremast and mainmast, which tore off all chain plates; April 27, off Cape Lookout, spoke schr Annie W Pollard, from Louisiana for Washington, DC, who supplied us with a sail.

Schr Pride of the East (or Calais), Lord, San Juan del Norte 20 days, with cocoanuts, &c, to Strout Bros; vessel to B F Metcalf.

Schr Nymph (of Belize, Hon), Brown, from Belize, Hon, 14 days, with rubber and nuts to Leaycraft & Co.

Schr Wardwell, Bergman, Jeremie 15 days, with logwood, &c, to Wilson & Asmus.

Schr David Ames (of Rockland), Ames, Cardenas 9 days, with molasses to B H Howell, Son & Co; vessel to H B Brown & Co.

Schr S C Noyes (of Newburyport), Bradley, Baracoa 9 days, with fruit to J & T Pearsall; vessel to B J Wenberg.

Schr M T Pike (of Newburyport), Howard, Harbor Island 7 days, with pineapples to F T Montell & Son; vessel to B J Wenberg.

Schr Ben Borland, Speights, from Georgetown, SC, 7 days, with naval stores to Doliner & Potter; vessel to J W Russell.

Schr Annie Turner, Marshall, Norfolk for New Haven.

Schr Annie May, Simpson, Alexandria for Bridgeport.

Schr E J Hamilton, Mills, Virginia.

Schr O P Binns, Steelman, Virginia.

Schr Eclipse, Conkling, Virginia.

Schr S E Taylor, Acton, Virginia.

Schr W P Cox, Morris, Virginia.

Schr Nahum Lee, Virginia.

Schr S S Tyler, Matthews, Virginia.

Schr Elizabeth, Rose, Virginia.

Schr Mary Francis, Matthews, Virginia.

Schr M H Stockham, Crosby, Virginia.

Schr P A Saunders, Smith, Virginia. 4th inst, off Cape Henry, during a heavy blow lost foresail and deckload of wood.

Schr Enoch Moore, Chambers, Georgetown, DC.

Schr A E Sterling, Montgomery, Baltimore.

Schr H B Seavey, Trask, Baltimore for New Haven.

Schr J C Morris, Endicott, Baltimore for New Haven.

☞ Steamer Cimbria (Ger), from Hamburg and Havre, which arrived 5th, has 656 passengers and reports:—April 24, lat 43 15, lon 44 24, fell in with bark Henrietta (Br), Parrey, from Swansea for Bangor, in a leaky and unmanageable condition; took off the captain and crew, 13 in number, and brought them to this port (see Miscellany); 26th, lat 49 06, lon 15 42, spoke bark Argonaut (Ger), from Baltimore for Bremen.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

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

Steamer Tillie, Ewing, New London for New York, with mdse and passengers.

Steamer Catalina, Warden, Providence for New York, with mdse and passengers.

Schr Abel W Parker, Parker, Taunton for New York.

Schr Bloomer, Gearing Gloucester for New York with fish to order.

Schr Island City, Allen, Gloucester for New York, with fish to Ferriss & Co.

Schr J G Feil, Nickerson, Pawtucket for New York.

Schr Laura Robinson, Robinson, Pawtucket for New York.

Schr Decatur Oaks, Baker, Providence for New York.

Schr Native, Dehart, Fall River for New York.

Schr Charger, Weiss, New Bedford for New York.

Schr Casper Lawrence, Layton, Stony Creek for New York, with stone to order.

Schr Wm Whitehead, Titus, Providence for Poughkeepsie.

Schr A G Lawson, Fitzpatrick, Providence for Groton Point.

Schr May Queen, Bradstreet, Gloucester, bound south, on a fishing cruise.

Schr Minquas, Heaney, Providence for New York.

Schr Nicholas Mehrhoff, Mehrhoff, Providence for Groton.

Schr John Crockford, Hart, Providence for New York.

Schr Isabel Alberto, Allen, Fall River for New York.

Schr L L Hamlin, Latham, Providence for New York.

Schr Florence, Sackett, Providence for New York.

Schr Green County Tanner, Hyde, Providence for New York.

Schr G W Cummings, Booth, Providence for New York.

Schr Yankee Boy, Hodgdon, New Haven for New York.

Schr John T Russell, Russell, Hempstead Harbor for New York.

Schr L O Wells, Wells, East Greenwich for Hoboken.

Schr D G Floyd, Clifford, Newport for New York.

Schr Sunny Side, Dixon, New Haven for New York.

Schr Hickman, Golden, Boston for New York.

Schr Fanny Fern, Eaton, Wickford for New York.

Schr Lizzie Titus (new), Phillips, Greenport for New York, in ballast to Tupper & Beattie, to load for Corpus Christi.

Schr Imogene Diverty, Gandy, Providence for New York.

Schr Onward, Gorham, Nantucket for New York.

Schr Pennsylvania, Jones, New Bedford for New York.

Schr M A Predmore, Sherman, Providence for New York.

Schr J Warren, McGarr, Wickford for New York.

Schr Partina, Conover, Providence for New York.

Schr J Ponder, Jr, Brown, Boston for New York.

Schr N Shaler, Brooks, Connecticut River for New York.

Schr M O Wells, Kelsey, Horton's Point for New York.

Schr Modesty, Nickerson, Plymouth for New York.

Schr J H Youmans, Reid, Providence for New York.

Schr D M Tyler, Parks, Northport for New York.

Schr Sterling, Balls, Norwich for New York.

Schr Emilie Belle, Kelly, Norwich for New York.

Schr Sarah Elizabeth, Kelly, Providence for New York.

Schr William D Mangum, Chase, Provincetown for New York.

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

BOUND EAST.

Steamer Franconia, Brazz, New York for Portland.

Steamer Neptune, Bearse, New York for Boston.

Steamer Tillie, Ewing, New York for New London.

Schr Snow Flake, Brown, Virginia for New Haven.

Schr S J Morris, Endicott, Baltimore for New Haven.

Schr Georgianna, Jones, Hoboken for Portsmouth.

Schr J H Horton, Hickman, New York for Wellfleet.

Schr Henry Lemuel, Jarvis, New York for New Haven.

Schr R P King, Bliven, Weehawken for Providence.

Schr Nearchus, Markland, New York for New Haven.

SAILED.

Steamers Holsatia (Ger), for Hamburg; City of Houston, Bermuda; Crescent City, Havana; North Point, Fernandina and Port Royal; Isaac Bell, Richmond, &c; Albemarle, Lewes, Del.

OUR MARINE CORRESPONDENCE.

NEWPORT, RI, May 6, 1875.

Brig Charles Miller, in distress, at this port, was pumped out last night and this AM towed into the inner harbor and grounded on Goat Island. With her present appliances she can be kept free until the leak is stopped and her pumps taken out and cleaned. This will be done to-morrow.

SQUAN BEACH, May 6, 1875.

A piece of white pine board, two feet long, nine inches wide at one end, the other running to a point, was picked up on this beach this PM by Captain Samuel Curtis, bearing the following message, written in pencil, without date:—"Schr Anneta is now sinking, forty miles from the land off Barnegat, loaded with coal, bound to Boston. All hands will be lost if nothing don't come to our relief in two hours. If we are lost this may tell the news to some man. JOS ANDERSON, of Me." The writing appears to have been done very hurriedly. The board came ashore this AM high water. The supposition is that the board has been in the water but a few days, as the writing is very distinct and fresh—probably thrown overboard during the severe gale from the West of Sunday last. (No such schr as the Anneta is in Lloyd's American Register. There is a schr Anetta, of Machias, which was at St Pierre April 14. The writing is probably an attempt at a hoax.—Ed. HERALD.)

MARITIME MISCELLANY.

☞ See cable news.

STEAMER ROANOKE, Skinner, of the Old Bay Line, plying between Baltimore, Norfolk, Petersburg and Richmond, was in Baltimore on Sunday at 5 P M, only arrived at her wharf on Wednesday, at 4 P M. The cause of the delay was the result of the vessel grounding in the James River at City Point, on Saturday, after encountering stormy weather. Telegrams for assistance were sent to Baltimore, Petersburg and Richmond, but no assistance was received until 11 PM on Monday, when two tugs arrived from Richmond and one from Petersburg. After working until Tuesday, between 1 and 2 o'clock AM, the Roanoke was gotten off the shoal, and at 8 o'clock she called. The steamer encountered another heavy gale in the Chesapeake Bay, but sustained no damage, her cargo being in good condition.

SHIP MILTON—The large British ship before reported seen ashore on Memory Rock, Bahamas, proceeded to the ship Milton (Br), Hall, from Pensacola for Liverpool, with a cargo of timber. She went on night of 15th ult, but was assisted off after throwing deckload overboard and a portion of the cargo being transferred to six wrecking vessels, and arrived at Nassau on the 26th in a leaky condition.

BARK E H KINGMAN—Captain Bearse, of bark E H Kingman, from Howland's Island for Liverpool, before reported abandoned, reports:—Sailed from Howland's Island Dec 25, 1874, with a cargo of guano, all progressing favorably till Feb 12, 1875, sea account lat 5 24 S, lon 47 38 W, beginning with fair weather and rising barometer, wind W to WNW, ordinary royal breeze, steering N83½E, at a speed of 9 knots, when at 3:30 P M, without warning, a sudden gust or whirlwind struck the ship, carrying away fore and mainmasts by the deck, mizzentopmast and jibboom in caps, a portion of lower masts, which were broken in three pieces each, together with yards, &c, tumbling in a heap on deck, and over the sides, tearing out mastheads, crushing two boats and both main pumps to atoms, rendering them utterly useless. All due attention was being paid to the ship, but so instantaneous was the shock that nothing could be done to obviate the disaster, and in a few moments the wind settled to its former strength and steadiness again. Was obliged to cut the tangled mass clear as soon as possible, and could save nothing, as every surge the ship made the broken spars and ironwork was cutting deep into the sides, as the vessel now lay unmanageable in trough of sea, and rolling heavily. At 9 PM all clear aloneside, and hanging by forestays, which unfortunately gave way and under spankers and mizzenstaysail, having lost all other sails. Sounded the pumps, found 22 inches water in well, a considerable increase from usual, and no means of freeing it, except with small nose pump; from Feb 12 to 16, weather very cold and blustering, most of the time with strong gales from E to WNW, ship laboring tearfully, and frequently flooding the deck, and no water gaining on us in the hold from 26 to 30 inches; worked day and night when possible to improve our condition, and got up sheer legs, to which attached jib and forestaysail, which served to steady vessel something, but not to give steerage way. We found in the meantime that the greater portion of our cargo had absorbed rain in the guano at top, bottom and sides, and the ship rast settling deeper and becoming more unseaworthy every day. On examining between deck and lower hold the water was rushing in in streams at every roll through the ceiling and washing the guano down in places to a depth of several feet, and quite sloppy on top from strained waterways and chain bolts, some of the latter being partially drawn, rendering the ship wholly unsafe on starboard tack in rough weather. Feb 16, lat 50 15 S, lon 44 30 W, began with a heavy gale. At 12 PM saw a ship running under short sail, which on seeing our signal of distress bore away and hove to on our lee to assist us on gale abating, which it did in a measure during the night, but sea continued very rough. Held consultation with officers and crew, who were all in favor of leaving the ship; and, taking into consideration our distressed condition, which was daily increasing, with several of the crew disabled, our proximity to ice region, with no further means of increasing propelling power of ship, it was deemed advisable to abandon her, and at 7 AM Capt J Freebody, of the English ship Carisbrooke Castle, sent his boat to assist in rescuing us (our last and only one being badly damaged as to be of very little service), by whom we were very kindly received and made comfortable and brought to Queenstown. After leaving the E H Kingman the vessel took fire in the vicinity of the afterhouse. Owing to the roughness of weather and very bad sea nothing of consequence was saved but what we stood in.

BARK HENRIETTA (Br), from Swansea for Bangor, was abandoned at sea on the 24th ult. Captain Parry furnishes us with the following statement:—Left Swansea April 5, in ballast for Bangor, Me; April 17 took a violent gale, commencing at WNW, which veered to NNE and continued without intermission for 7 days, straining the vessel and starting her fastenings to such an extent that notwithstanding the pumps were kept constantly going we were unable to tree her; April 24, lat 43 15, lon 45 24, were fallen in with by steamer Cimbria (Ger), Capt Brandt, from Hamburg for New York, and as the crew were almost exhausted with constant pumping, and there being no possible chance of saving the vessel, decided to abandon her, which we accordingly did, all hands going on board the Cimbria; when we left her she had five feet of water in the hold. The Henrietta was 444 tons burden, built at Quebec in 1866, and was owned by Jones Bros, of London.

BARK ROSE BEAN (Br), Wilcox, from Galveston for Liverpool, before reported abandoned in a sinking condition, had a cargo of 1607 bales cotton.

BARK HARRY BUSCHMAN (Br), Congdon, from Boston for Sagua, put into Nassau, NP, April 24 with sickness on board, and was placed in quarantine.

SCHR IRVING, Azevedo, before reported as having been ashore on Nantucket May 2, mistook Sankoty Head light for Gay Head light. She struck on Smith's Island, west end of Nantucket. The foremast was cut away, which carried the mainmast with it. The vessel lies high on the beach. The passengers and crew were landed safely. The owner, George Farnham, was on board, and he contracted with the Tuckernuck people to carry out hawsers and anchors, and the cargo would be saved, and possibly the vessel if the weather continued good, although she lay in a bad place. The wreckmaster, Jos B Macy, has charge of the vessel and will endeavor to get her off. The vessel and freight are not insured. Sixteen of the passengers, 10 men and the 6 women, arrived at New Bedford Tuesday evening, one of the men having his ear badly cut by the falling mast.

SCHR FANNY PIKE, Robbins, from Aracalu for Hampton Roads, with a cargo of sugar in bags, put into Nassau, NP, April 27 for repairs, having experienced stormy weather on the 22d, during which her sails and headgear were carried away.

SCHR MATTIE A HAND, at Portland from Cedar Keys, Fla, had heavy weather, and sprung bowsprit and split sails.

SCHR GEO BROOKS—An effort will be made to raise this vessel, before reported sunk below Boston, and it is thought a large amount of her cargo can be saved.

SCHR NEPTUNE, before reported ashore on Henlopen, has been canked and hauled off, the cargo having been thrown overboard. She now lies at Lewes, Del.

SCHR HARRIET, 74 tons, of Newburyport, built in 1870, has been purchased in Bath by Joseph Ross and others, of Ipswich. She will be employed in the coasting trade.

SCHR PEMBOKE, of Dennis, which made the longest trip on record between Monticello and New York, has been sold to Westerly, RI, parties for $500.

SLOOP PHILIP PAULING, of and from New York for Oyster Bay, while making a tack in Hell Gate 5th inst, ran into the steamboat dock at Astoria, breaking her mast off 6 feet from the deck and carrying her bowsprit and headgear away. She was taken in tow and brought to this city for repairs.

The case of bark Chasca, of Boston, in the English Court (cargo damaged on account of boring by the crew) having been appealed, has just been decided again in favor of the ship.

The Cromwell line of steamers, which has for the past six months been running between Portland and New York, has been discontinued.

OVERDUE—Brig Julia Esson (Br), sailed from Halifax March 17 for Porto Rico, and is not yet reported out.

BOSTON, May 6—Steamer Charles Pearson, which went to Cape Sable to assist the steamer Alhambra, returned to this port to-day and reports that the stranded vessel has lost her keel and has several holes in her bottom. Divers had examined her, but nothing could be done in saving the steamer. About the bulk of the cargo (700 barrels) is stowed drier at the floor and the rest of the merchandise were wet. A large quantity of the damaged cargo had been landed.