CIVIL SERVICE REFORM.

PAPER READ BEFORE THE AMERICAN SOCIAL SCIENCE ASSOCIATION BY MR. DORMAN B. EATON, ON CIVIL SERVICE REFORM.

DETROIT, Mich., May 14, 1875.

Mr. Dorman B. Eaton, a member of the late Civil Service Reform Commission, read in this city to-day, before the American Social Science Association, a paper on "The Experiment of Civil Service Reform in the United States." He began by saying that unless we have been mistaken as to the need of better administration our first duty is to comprehend the causes of our defeat. Otherwise the advocates of partisan methods of bestowing office will assert that their own method is the only practicable one. The humiliating truth is that the abandonment of the civil service rules was without justifiable excuse, involved the breach of a public pledge and is a national disgrace. Who then is responsible—what officer, what party, what portion of the people? The political fathers did not foresee that political contests would be carried on and great parties maintained chiefly by the hope of the honors and pecuniary gains of office as so much spoils of victory. "During eight years," he said, "Washington removed but nine persons (except for cause); John Adams, during his term, removed but nine, and not one on account of opinions; Jefferson removed out thirty-nine; Madison only five; Monroe only nine; J. Q. Adams only two. These were officers confirmed by the Senate. Of what might be called the clerical force, not one was removed save for cause until Andrew Jackson was elected, when the era of political proscription began, from which we are now recovering. For partisan reasons that President removed nearly 2,000 persons in a single year. This was the inauguration of the spoils system."

The reform was begun in 1871 by the republican party. After a review of the work up to the time of the special message of 1874, he continued:—

We had now reached the crisis of the fate of this experiment. In the three years since 1871 that party, or at least its managers, had suffered an eclipse of faith in the higher sentiments. Confident and arrogant from the long possession of power, it had more and more fallen under the control of leaders and officers given over to partisan and mercenary ambition. Sad evidence of this was seen everywhere.

CAUSE OF SUCH DEMORALIZATION,

benumbing the common sense of duty to stand by a public pledge, and blinding mine affected by it to the plain indications of a recoil upon near at hand, it would be impossible to explain the delay and the recklessness with which characterized the treatment of civil service reform by the party leaders both in and out of Congress in 1873-4. Such was the infatuation that all but a few firm spirits acted as if they had forgotten, and wished to forget, that the republican party had, only two years before, solemnly pledged itself to accomplish the reform, and that the method proposed had been sanctioned by its President, its Cabinet, its Congress, its conventions, State and federal.

DEBILITATING SENTIMENT.

In narrow spheres and meaner ways, the same debauched sentiment was equally manifested. The local leaders of political and caucus combinations, which, to get power in 1872, had sneered at the reform and its authors, now declared it to be illogical, impracticable, useless—the production of theorists and doctrinaires who desired to promote bright schoolmasters and to depress their patriots. Notorious champions of Sanborn contracts and of mostly pretended claims and the pretended interests of the soldier and of patriotism, attacked the rules which the great General of the army had promulgated, and which the resolutions of their party had two years before declared to involve the fate of the country.

Little demagogues and subordinate officials everywhere tried to make it appear that Civil Service Commissioners were alone responsible for the rules, and insisted that those who stood by a public pledge and for a public good, rather than those who connived at repudiation and sighed for a return of the spoils system, were if subjects for ridicule and pity.

Some comments of a very different character occurred. I may say I heard one member of Congress, while seeking patronage at the treasury, declare that his election cost him $1,000, which he thought it hard that he could not collect by such assessment in his district; and another urge the admiral, standing on his lighthouse keeper to make way for an active politician, to say, if he chosen, could count for him twenty votes of a hundred boatmen, fishermen and lighthouse dependents.

Mr. Eaton then gives a sketch of the efforts made in the last Congress to paralyze the reform, ending in refusing an appropriation, and says:—

CIVIL SERVICE COMMISSIONERS.

In view of such facts the members of the Commission could not fail to see that the future was precarious. It was open to them to resign from a position which they had not sought, and in which, with much pecuniary loss, they were made the subject of misrepresentation and ridicule, or to stand at their post of duty at all hazards. They resolved upon the latter, and to wake one more appeal in behalf of fidelity and duty, to present the facts so fully before Congress that, even if it should repudiate the reform its practicability and its principles would be demonstrated.

Their report, therefore, presented the theory and history of the rules, not as a panacea, not as a revivifier of creating public virtue, not as sufficient in themselves, but as correct in theory, as in harmony with our institution and social life, as having accomplished some good, as being as comprehensive as the public virtue would sustain, as capable of being deepened and broadened in the direction of public sentiment, as sure, if abandoned, to bring discouragement and dishonor.

In presence of the tendency to smother the subject, the report told the President and Congress that the "issue was fairly raised and that the rules should now be regularly enforced or openly rejected."

Mr. Eaton concluded as follows:—

THE FUTURE.

No greater mistake has been made than that of criticising and assuming to despise what has been done because it was narrow and limited compared with the abuses. The most cunning enemy could invent no more insidious method of defeating what was threatening him. At the very moment that these misguided friends of reform were sneering at it because it was too shallow and too narrow all the partisans and corrupted officers in the country were united in opposing it because it was too broad and too threatening. Had the rules extended only to the Treasury at Washington or to the office of one of the principal collectors or postmasters, and been fairly enforced they would have soon made an example fatal to the entire spoils system. We must be united and patient and learn to labor and to wait. Let the decision that the President or Congress will achieve the reform for us. They are least of all persons free to do so or likely to do so, unless coerced by public opinion, for they are fearfully tempted to pledge offices to gain votes, and when once elected they are beset on all sides by those demanding reward for service rendered and seeking offices for political services promised. It is these officers, and especially members of Congress—and those who have discretion to make arbitrary appointments—who resist all limitations upon that discretion and oppose all chances for true merit to enter the public service without bowing the knee to them.

THE SILK FRAUDS.

WHAT H. B. CLAFLIN HAS TO SAY REGARDING THEM.

The *expose* published in yesterday's HERALD, giving a full account of the manner in which the government has been defrauded out of hundreds of thousands of dollars of revenue through the machinations of dishonest government employés, aided and abetted by certain unconscionable importers and Custom House brokers, has caused a sensation of no small character in the commercial circles of this city. Merchants who have always carried on their business without ever descending below the level of honesty so as to admit of even a breath of suspicion as to their integrity, were prepared in part to bear of minor irregularities in the Customs Department; but they never for one moment dreamed that the figures would assume such immense proportions as they have. A HERALD reporter last evening called upon several of our leading merchants in the silk and lace trade for the purpose of ascertaining their views on the subject. In nearly every instance those called upon were either out of town or else preserved a guarded reticence of speech in reference to the frauds committed.

Among others, the reporter called upon Mr. H. B. Claflin, of the well known firm of H. B. Claflin & Co. Mr. Claflin was found at his palatial residence in Pierrepont street, Brooklyn. On entering the reporter was received by Mr. Claflin in person, who, on being made acquainted with the object of the call, very kindly consented to give his views upon the subject. In response to the interrogatories put to him he made the following statement:—

"I have noticed that this morning's HERALD stated that my firm had made several large purchases of silks since ascertained to have been smuggled. In reference to that statement I desire to say that early last autumn, before any outside stir was made, I endeavored on several occasions to put a stop to what we were convinced must necessarily be

IRREGULAR IMPORTATIONS.

I myself went to the Collector, General Arthur, early in October and informed him of the fact, that though I had been a great many years engaged in business in this city, and was possessed of good facilities for obtaining goods of foreign importation at as cheap if not cheaper rates than any other merchant, it was impossible for me to import without great loss black silks, owing to the fact that they were offered for sale in large quantities in this city at a much lower figure than we could import them. I requested the Collector to advise me as to what course I should pursue when these silks were offered to us at a lower figure than we could land them at this port. The Collector replied that in order to protect ourselves we would have to purchase them at the cheapest price at which we could obtain them. Mr. Fairchild, our foreign partner, about the same time went to see Mr. Kent, an appraiser in the Custom House, in whose integrity we always had full confidence, in order to ascertain from him, if possible, what knowledge he might be possessed of, if any, as to the manner by which certain parties were enabled to offer their silks for sale so much lower than their real value. He was unable, however, to solve the mystery. It was after my interview with Collector Arthur, last fall, that our firm made their largest purchase of these silks. At the same time Detective Mooney was in our employ endeavoring to ferret out the manner in which the

SILKS WERE SMUGGLED.

"He had imperative orders from us to follow up whatever evidence he might come in possession of that would lead to the capture and conviction of those who were, in our opinion, both robbing the government and destroying the entire silk and lace trades. I found my hitherto large sales of silk and lace goods dwindling down to almost nothing, as we imported largely the illicit sale of these fine goods was destroying our business. If we purchased $450,000 worth of the smuggled silks and sold them at ten per cent profit, we thereby spoiled the profit of ten times that amount of our own importation during the same time—that is to say, during the period of about a year and a half—that these nefarious proceedings were being carried on undetected. It is, therefore, plain to be seen that this transaction was not a very profitable one for our firm. No firm in this city has had a greater if as great an interest in trying to put an end to irregular importations, for in all probability no other firm has suffered so

MUCH PECUNIARY INJURY

by them as ourselves. In addition to the injury done to our silk trade, our lace trade has also suffered terribly—especially the silk laces—in consequence of the quantity which is being continually smuggled. Silk laces paying sixty per cent duty we are no longer able to import. Being of small bulk, they are very easily smuggled through. The government, in my opinion, would derive a greater revenue, probably double the duty could be collected at thirty per cent, for it would then hardly pay to run the risk of making irregular importations." Mr. John Claflin, the son of Mr. Horace B. Claflin, and a member of the firm, was present throughout the entire interview, and coincided in every particular with the views of his father.

THE PALLIUM.

THE APPROACHING CONSECRATION OF ARCHBISHOP WOOD AND CONFERRING THE PALLIUM—THE APPROACHING RELIGIOUS CEREMONY IN PHILADELPHIA.

PHILADELPHIA, Pa., May 14, 1875.

Philadelphia will shortly witness an event as unique and novel in the religious history of this city as the consecration of Cardinal McCloskey was in the annals of all America, and although not of as grave import as the recent ceremony in the metropolis it is not without a national interest, especially to Roman Catholics. For the first time since the foundation of this city and the State itself the solemn and imposing ceremonies of consecration and conferring the pallium upon an archbishop of the Roman Catholic Church will take place in the Cathedral of SS. Peter and Paul, in this city, on the 17th of June next. No such ceremony has ever taken place in Pennsylvania, and but very rarely in the whole country, and the event is therefore looked forward to with great interest by the members of the Roman Church. Bishop Wood, of this diocese, who was recently appointed Archbishop by the Pope, will then receive the sacred emblem of his office, the pallium; and the arrangements that will be made will probably make the ceremonial more brilliant than the similar one in Boston recently, when Cardinal McCloskey conferred the pallium upon Archbishop Williams. The venerable Archbishop is now in Florida, where he has been residing for some time past on account of his health, the precarious condition of which prevented him from being present in St. Patrick's cathedral in New York when Cardinal McCloskey received the *berretta*. The Rev. Father Carter, of the Church of the Assumption, performs the labors of the head of the diocese during the Archbishop's absence, but until the Archbishop's return to this city the arrangements for the ceremony cannot be completed sufficiently to announce the programme to the public. Enough is known, however, of the preparations to justify the assertion that the occasion will draw together in this city a brilliant assemblage of archbishops, bishops and priests from this and other cities. His Eminence, Cardinal McCloskey, and the Papal Commissioners, will of course be the most prominent visitors, and the occasion will be a memorable one.

THE PALLIUM.

The pallium is the sacred symbol of the Good Shepherd. It is the mantle of St. Peter and a gift from him. It imports the fullness and completeness of the pastoral office, and an appointed archbishop cannot exercise the powers of his office until he receives it from the hands of the representative of His Holiness. It is granted by the Pope to patriarchs, primates and archbishops, and they are bound, within three months of their consecration, to supplicate the pallium from the Holy See. It is a personal privilege, and invests the wearer with a power peculiar to him alone, which he cannot delegate to another. If an archbishop should die before the pallium is conferred upon him the emblem is buried and the ashes poured into the sacristum. If he possessed two, one is clasped around his neck when he is entombed and the other placed under his head. The pallium comes direct from Rome in the care of the ambassadors of the Pope, and the manner in which it is made is thus described by the Right Rev. Bishop Toesbriand, of Vermont, in his sermon at the consecration of Archbishop Williams in Boston on the 24 inst.:—

It is the symbol and mantle of the Good Shepherd and the pledge of Catholic and Roman unity. On the morning of the 21st of January, being the feast of St. Agnes the martyr, at a certain part of the mass two spotless lambs were brought to the altar and solemnly blessed. These animals symbolize purity, and from their wool is made the pallium of patriarchs, primates and archbishops. The duty of overseeing the making and the custody of the pallium is confided to the apostolic subdeacons, who take care that they shall be made of the purest white wool. The men of the Monastery of St. Agnes offer every year two white lambs upon the altar of that church upon the feast of their saint, while the "Agnus Dei" is being sung in the solemn mass. They are then taken by two canons of St. John Lateran and by them delivered to the apostolic sub-deacons, who send them to pastures green till the time for shearing. When shorn the wool is brought into palliums, which are woven three fingers wide and then united in a circle to go round the neck, having also a short piece hanging on the breast and at the back. Four crosses of black thread are then worked into them, after which they are considered finished. When made they are carried to the apostolic sub-deacons to St. Peter's, and are placed by the canons upon the tomb of the apostle under the high altar on the eve of the feast, and are left there through the night. They are then blessed by the Pope and restored to the custody of the apostolic sub-deacons.

This is a faithful and accurate account of the manner in which the pallium is made, and such is the elaborate care bestowed upon it that the canons of the two chief churches of the Lateran and Vatican and the Pope are all required to concur in it.

METROPOLITAN MUSEUM OF ART.

AN EVENING RECEPTION TO THE NEW YORK ASSOCIATION OF SCIENCE AND ART.

The trustees of the Metropolitan Museum of Art last evening gave a reception to members of the Association for the Advancement of Science and Art and their lady friends at the Museum building, No. 128 West Fourteenth street. The reception was well attended, the several departments being thronged with ladies and gentlemen, who attentively inspected the pictures and various collections of art so abundantly presented. There are 174 pictures of rare value hung in the galleries, 100 of which were bought in Brussels and the remaining seventy-four in Paris. These pictures are all authentic and attracted much attention in Europe. The separate apartments allotted to the "loan collection" is of great interest, comprising as it does not only magnificent paintings but a rare selection of various other works of art. This collection would be much larger, were there room enough in the building to receive the many articles offered for exhibition which the trustees have been obliged to refuse. An especial attraction and the pride of the Museum is the "Cesnola collection," which has a world-wide fame. Into this department the visitors crowded with marked curiosity, viewing with the greatest interest these relics of ancient Cyprus, telling of a civilization before the Christian era. A new department was for the first time opened to the public last evening, consisting of a selection of Japanese ivory carvings, which were eagerly scrutinized by those who were more familiar with the other halls and galleries.

The guests having spent about an hour and a half in viewing the objects of interest, which were to be seen on every side, assembled in the large western picture gallery, where, it had been announced, some addresses would be delivered. Standing on the steps of the staircase leading to the gallery Mr. John Taylor Johnston, the President of the institution, made a short speech, expressive of the delight it afforded the members of the Museum Society to welcome to their halls the members of a kindred body, the Association of Science and Art. He then introduced the Rev. Dr. Prime, who spoke of the relationship that existed between the two associations. One appealed to the ear, the other to the eye, but both tended to elevate the public taste, to refine the thoughts of the people, and to produce a higher moral tone and a superior knowledge. The artist supplied an object of exquisite beauty, while the scientist laid the groundwork whereon the inspiration of the painter might rest and be illustrated.

The Rev. Dr. Bellows next made some remarks and said that the Museum of Art, within the very few years of its existence, had done great honor to the city and was justly a cause of pride. Our citizens only wanted a greater acquaintance with such an institution in order that its refining influences might be felt. This Museum was a school in which children might learn much, and from it he gained a new hope for the city in the cultivation of art among the people. Next to religion itself, he believed in the exalting influences of art. There were always in every country born geniuses whose love for the beautiful could not be crushed out and who were certain to force the fruits of their genius on the attention of the world. We had many of them among us. The artist was not always, indeed he was seldom, the child of favorable fortune. He was mostly the child of untoward opportunities; out still, such was the inbate love for art which he possessed, that it was impossible for him not to force his way to eminence. The history of art during the last century showed this. He regretted that our own artists, owing to the want of public appreciation, worked down to a lower level instead of caring to give their genius full play. For forty years he had been watching the progress of art in this community, and he rejoiced that the prospect now was so bright. Pictures should no longer be considered as mere upholstery for the ornament of a home. They should mean and teach something beyond this, for they should impart an ennobling lesson always. In concluding Dr. Bellows spoke in the most eulogistic manner of the artist's mission.

Mr. Huntingdon, the artist, was next introduced, but said only a very few words. Three things were necessary for the artist, boundary lines, shadow and color, and these were regulated on scientific principles, with purely mathematical accuracy. Our scientific friends, he said, were to make themselves acquainted with these principles, therefore, before they could be admitted to a higher rung on the ladder, and hence the advantages of the Association for the Advancement of Science and Art. The next speaker was Mr. William C. Prime, who spoke at some length of the history of art and of art as the true method by which we could arrive at a correct knowledge of civilization in the past. The last speaker was the Rev. Dr. Rogers, who closed his remarks by thanking, in the name of the Association for the Advancement of Science and Art, the members of the Museum of Art for the cordial reception that had been given them.

The guests and visitors then separated, and, after a further view of some of the more conspicuous paintings and statuary, the reception closed. It may be mentioned that last evening, for the first time, a handbook for the use of visitors examining pottery and porcelain was announced to be ready. This book will be of incalculable value to students interested in these evidences of ancient civilization.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF MAY AND JUNE.

Steamer.	Sails.	Destination.	Office.
Algeria	May 15.	Liverpool	4 Bowling Green
England	May 15.	Liverpool	69 Broadway
Celtic	May 15.	Liverpool	19 Broadway
City of Berlin	May 15.	Liverpool	15 Broadway.
L'Amerique	May 15.	Havre	55 Broadway
Utopia	May 15.	Glasgow	7 Bowling Green
Rhein	May 15.	Bremen	2 Bowling Green
Wisconsin	May 18.	Liverpool	20 Broadway.
Denmark	May 19.	London	69 Broadway.
Scythia	May 19.	Liverpool	4 Bowling Green
State of Louisiana	May 19.	Glasgow	7 Broadwar.
Westphania	May 20.	Hamburg	61 Broadway.
W A Scholten	May 20.	Rotterdam	50 Broadway
City of Richmond	May 22.	Liverpool	10 Broadway.
Baltic	May 22.	Liverpool	19 Broadway
Helvetia	May 22.	Liverpool	69 Broadwar.
Ethiopia	May 22.	Glasgow	7 Bowling Green
Oder	May 22.	Bremen	2 Bowling Green
Russia	May 26.	Liverpool	4 Bowling Green
Frisia	May 26.	Hamburg	61 Broadway
P Caland	May 27.	Rotterdam	50 Broadway.
City of Brussels	May 29.	Liverpool	15 Broadway
Egypt	May 29.	Liverpool	19 Broadwav
Britannic	May 29.	Liverpool	19 Broadwav.
Ville de Paris	May 29.	Havre	55 Broadway
Neckar	May 29.	Bremen	2 Bowling Green
Holsatia	May 29.	Glasgow	7 Bowling Green
Wyoming	June 1.	Liverpool	29 Broadway.
State of Indiana	June 2.	Glasgow	72 Broadway.
Thuringia	June 3.	Hamburg	61 Broadwar.
Germania	June 5.	Liverpool	19 Broadway.
City of Chester	June 5.	Liverpool	15 Broadway.
The Queen	June 5.	Liverpool	69 Broadway.
Mosel	June 5.	Bremen	2 Bowling Green
Pereire	June 12.	Havre	55 Broadway

☞ NOTICE TO CAPTAINS OF VESSELS ENTERING THE PORT OF NEW YORK AT NIGHT.—The NEW YORK HERALD has adopted a distinguishing Coston night signal for use on board the HERALD steam yacht, showing while 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 43	Gov. Island	morn	4 43	
Sun set	7 10	Sandy Hook	morn	3 58	
Moon sets	morn	2 38	Hell Gate	morn	6 28

PORT OF NEW YORK, MAY 14, 1875.

CLEARED.

Steamer Utopia (Br), Groat, Glasgow—Henderson Bros.
Steamer Andes (Br), Porter, Port au Prince, &c—Pim, Forwood & Co.
Steamer T J Cochran, Pritchard, Newbern—Murray, Ferris & Co.
Steamer Wyanoke, Couch, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamer Octarora, Reynolds, Baltimore—W Daizell.
Steamer Triplet, Hall, Wilmington, Del—A Abbott.
Steamer Experiment, Allen, Philadelphia—James Hand.
Steamer Middlesex, Hubbard, Bristol, RI—H W Jackson & Son.
Ship Cornelius Grinnell, Borland, London—Grinnell, Minturn & Co.
Bark Frugone e Devote (Ital), Perasso, Belfast—A P Agresta.
Bark Vesta (Aus), Millsoevich, Newry—Slocovich & Co.
Bark Jason (Ger), Held, Rio Janeiro—James E Ward & Co.
Bark T K Weldon, Colson, Havana—James E Ward & Co.
Bark Idolique (Br), Nickerson, Cardenas—Brett, Son & Co.
Bark Bessie Simpson (Br), Bradford, Caibarien—Simpson, Clapp & Co.
Bark Camvar (Br), McKenzie, Picton, NS—J F Whitney & Co.
Bark James Kitchen (Br), Reynolds, Picton, NS—Gerhard & Brewer.
Brig J Fram (Nor), Wiesser, Cork for orders—Funch, Edye & Co.
Brig David Bugbee, Stowers, Genoa—Carver & Barnes.
Brig Water Lily, Contra, Rio Grande do Sul—Gossler & Co.
Brig Daphne, Copeland, Havana—James E Ward & Co.
Brig Lillie Houghton, Ross, Grand Cay, TI—Miller & Houghton.
Brig Mary E Ladd (Br), Porter, St Johns, NF—Boyd & Hincken.
Schr Fred Smith, Smith, Barbados—H Trowbridge's Sons.
Schr Matilda Brooks, Jones, Sagua—J H Winchester & Co.
Schr Wm McGee, Sheridan, Rock Sound—B J Wenberg.
Schr Almareta, Merrill, New Orleans—N H Brigham.
Schr Rosa Eppinger, Bayles, Jacksonville—Van Brunt & Bro.
Schr Prairie Bird (Br), Hillstrom, Savannah—P I Nevius & Son.
Schr C B Jones, Snow, Norfolk, Va—I R Staples.
Schr S C Somers, McAllister, New Haven—Hackett & Bro.

ARRIVALS.

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

Steamer Georgia, Crowell, Charleston May 11, with mdse and passengers to J W Quintard & Co.
Steamer Regulator, Doane, Wilmington, NC, 62 hours, with mdse to W M P Clyde & Co.
Steamer Hatteras, Smith, Baltimore, with mdse to the Old Dominion Steamship Co.
Bark Jeune Eruestine (Fr), Labarbe, Padang 103 days, with mdse to order; vessel to order.
Bark Golden Fleece (of Barbados), Armstrong, Port Spain 16 days, with sugar and molasses to H Trowbridge & Sons.
Schr Wm H Jones, Kirby, Fernandina 8 days, with naval stores to Dollner, Potter & Co; vessel to A Abbott.
Schr Helen Hasbrouck, Soper, Baltimore.
Schr Zephyr (fisherman, Kenney, 24 hours out, with 90 bbls of mackerel.
Schr Georgianna (fisherman), Poole, 24 hours out, with 100 bbls of mackerel.
Schr Christeal (fisherman), Arnold, 12 hours out, with 250 bbls of mackerel.
Schr Garibaldi (fisherman), Marr, 48 hours out, with 100 bbls of mackerel.
Schr Helmsmith Maid (fisherman), Spurling, 3 days out, with 100 bbls of mackerel.
☞ Bark Soren Berger (Nor), from Sligo, which arrived 9th and anchored at Sandy Hook, came up to the city yesterday.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer Metropolis, Ellis, Bermuda via Newport for New York, with mdse and passengers to Lunt Bros.
Steamer Delaware, Smith, Norwich for New York, with mdse and passengers to the Norwich Steamboat Co.
Brig Morelight, Dill, Porto Rico via New Haven for New York, 14 days, with sugar to L W & P Armstrong.
Schr Rosina, Kelly, Shulee, NS, for New York, 15 days, with spiling to C L Snow.
Schr Peta, Arey, Sackville, NB, for New York, 5 days, with spiles to order.
Schr G J Jewett, Finley, St John, NB, for New York, 10 days, with lumber to Chase, Talbot & Co.
Schr Pacific, Jones, St George, NB, for New York, 10 days, with spiling to C L Snow.
Schr Zampa, Lambiler, Magagundavic, NB, for New York, 12 days, with spiling to C L Snow.
Schr Mary F Pike, Good, Gloucester, NB, for New York, 10 days, with stone to S P Sherwood.
Schr Keoka, Cook, Jonesboro for New York, with lumber to C L Snow.
Schr Amelia Augusta, Small, Harwich for New York.
Schr Daniel Russell, McGuire, Hartford for New York.
Schr L A Burlingame, Burlingame, Providence for New York.
Schr Hyena, Gardner, Vineyhaven for New York, with stone to order.
Schr Lewis Walsh, Andrews, Sag Harbor for Staten Island.
Schr Com Kearney, Mason, New Haven for New York.
Schr Henry, Crosley, Providence for New York.
Schr Argo, Besse, Wareham for New York.
Schr R H Shannon, Mitchell, Mystic for New York.
Schr Warren Gates, Smith, Milstone Point for New York, with stone to order.
Schr S & G W Hinds, Hill, Bridgeport for New York.
Schr Z Paine, Hall, Boston for New York.
Schr J R Atwood, Atwood, Boston for New York, with lobsters to order.
Schr S S Buckingham, Mackey, Somerset for New York.
Schr S A Falconer, Wilson, Somerset for New York.
Schr C Mathews, Wentworth, Bucksport for New York, with lumber to Smith & Co.
Schr Manna Ina, Sanborn, Machias for New York, with lumber to Simpson, Clapp & Co.
Schr Mary E Flint, Green, Bridgeport for New York.
Schr R Carey, Carey, Rockland for New York, with lime to Brown.
Schr M W Thompson, Megarity, Bridgeport for New York.
Schr Eugene, Leland, Calais for New York, with lumber to Boynton & Co.
Schr Twilight, Robinson, New Haven for Baltimore.
Schr Lulu, Weeks, New Bedford for New York.
Schr D W Saunders, Mott, Providence for New York.
Schr Joseph Marsh, Morgan, New Haven for New York.
Schr Carrie, Jones, Boston for New York.
Schr Cetacean, Pilgrim, New Haven for New York.
Schr Veranda, Pond, Portland, Ct, for New York, with stone to A Masters & Co.
Schr Ann Elizabeth, Allen, Harwich for Philadelphia.
Schr Stephen J Pooks, Pendleton, New Haven for Baltimore.
Schr Glenwood, Hallock, Hartford for New York.
Schr Wm F Davis, Stevens, Cheltenham for Philadelphia.
Schr Venilia E, Haskell, Providence for New York.
Schr N E Loughlin, Hallowell, Whiting, Me, for New York, with lumber to John Boynton's son & Co.
Schr Hannah B Brown, Sackett, Bridgeport for New York, with stone to order.
Schr Hamburg, Swift, Providence for New York.
Schr Ira Lafrinier, Coleman, Boston for New York.
Schr Dart, Williams, Stamford for New York.

BOUND EAST.

Schr Highland, Lynch, Albany for Roslyn.
Schr Quessep, Hutchinson, Hoboken for Pawtucket.
Schr E A Baker, Baker, New York for New London.
Schr Ida, Doering, Hoboken for Taunton.
Schr Palladium, Ryder, Hoboken for Providence.
Schr Belle, Simpson, New York for Bridgeport.
Schr Charles H Northam, Hubbard, Hoboken for New Haven.
Schr J Ponder, Jr, Brown, Hoboken for Providence.
Schr Sarah Bruen, Kelly, Newburg for Providence.
Schr Rhode Island, Collins, Weehawken for Providence.
Schr Phil Sheridan, Lindsley, Rondout for Bridgeport.
Schr Samuel P Godwin, Williams, New York for Stamford.

SAILED.

Barks Hittero (Nor), Dunkirk; Diana (Nor), Cork; Krey Worgerson (Ger), London.

OUR MARINE CORRESPONDENCE.

NEWPORT, RI, May 14, 1875.

Capt Sherman, of schr Mary A Predmore, which arrived at Providence to-day from Elizabethport, reports that he passed a sunken schooner about half way between Point Judith and Watch Hill yesterday afternoon. Her mainboom was partially out of water. He is of the opinion that she capsized in the heavy blow of Wednesday evening, and that as nothing has been heard of the crew they must have perished.

MARITIME MISCELLANY.

The new Inman steamer City of Berlin, commanded by Capt Kennedy, will sail from this port for Liverpool to-day (Saturday), at two o'clock. She takes out a large number of passengers and a full freight. This is her first return trip, and she is expected to give a good account of herself.

STEAMER CHESAPEAKE (Br), from Hull, at Quebec May 13 for Montreal, was ashore at Matane, and received damage by ice, and is leaking. She kept her position on the 14th, and was waiting for schooners to lighten her.

BARK MAGGIE M (Br), from Philadelphia for Queenstown, which put into Halifax in distress, had been on her beam ends, and was listed some two feet on arrival. She had four feet of water in the hold at one time, and about 5000 bushels of her cargo is damaged. She will have to discharge for repairs.

BRIG I W PARKER—Capt Brackett, of brig I W Parker, of Belfast, at Baltimore, states that on his passage from Rio Janeiro to Baltimore the yellow fever broke out on board his vessel. The captain himself was taken sick the second day out, and remained in a invalid the entire passage. The second mate died and was buried at sea and others of the crew were sick. It is inferred that the survivors had a rather hard time on the passage. The brig was loaded with coffee.

SCHR VETO, Henderson, from New York, ran ashore on Pelican Spit, Galveston, May 12. She was subsequently hauled off without damage.

SCHR CLARA, Lippincott, from Georgetown, DC, for Providence, with a cargo of coal, went ashore on New Point, Chesapeake Bay, night of 8th inst, during a severe gale. Assistance was rendered to her from Norfolk, and it was thought that she would be gotten off without much difficulty.

SCHR WM NEWTON, of Somerset, Mass, which was capsized near Bristol Ferry, RI, 7th inst, and drifted ashore near the southeast part of Prudence Island, has been stripped of her sails, and will be sold at auction to satisfy the claims against her.

SCHR DEXTER (of Ellsworth), from Hoboken for Boston, with a cargo of coal, put into Vineyard Haven 14th, having on the 12th, in Long Island Sound, sprung a leak and filled 10ft. She is leaking badly, but will proceed without repairs.

SCHR HERO, owned in Belfast, sunk last winter by ice near Bucksport, was raised last week by the aid of empty casks, and towed to Belfast full of water. She will be taken on the railway for repairs. The hay with which she was loaded has been sold.

SCHR WELAKA has been repaired after being ashore at Cape Ann, and taken her cargo of stone for Pensacola.

ALEXANDRIA, May 13—Steamer Express, from Baltimore, reports two loaded schooners bound up, ashore at Mathias Point.

HALIFAX, May 14—The American fishing schr Reliance arrived from the Western Banks yesterday. She brought two men belonging to the Gloucester schr More Anon, who had lost their vessel Monday evening last, and were picked up by the Reliance Tuesday morning. The men say another dory left their vessel the same morning and has not since been heard from.

The first vessels of the season from the Gulf of St Lawrence ports arrived here to-day.

The steamer Lady Head arrived at Barrington to-day, with a lightship for that place.

OTTAWA, May 14—Three American barges, brought down by the steamer Mink and laden with lumber, were wrecked on the rocks on Long Sault Rapids near Grenville to-day.

DISASTERS IN MARCH—The Bureau Veritas publishes a list of maritime disasters reported during the month of March 1875, under its flag. The sailing vessels totally lost number 131, viz, 72 English, 14 American, 3 French, 7 Italian, 4 Norwegian, 3 Danish, 3 Greek, 2 Swedish, 1 German, 1 Brazilian, 1 Portuguese and 1 of which the nationality is unknown; in this total number are included 18 sailing vessels which are reported as missing. The steamers reported lost are 15—viz, 9 English and 6 American.

SHIPBUILDING—At East Machias, Me, the Messrs Pope have a vessel in their yard which will soon be finished. Capt Joseph L Brown's new vessel, built by the Messrs Wiswell, is about ready to launch.

At Jonesboro, Me, carpenters will commence about May 12, to build a centre-board schooner of about 125 tons.

LAUNCHED—At Chester, Pa, May 7, from the yard of Samuel Stokley, a large 3-masted double-decked schooner, named Hannah B Chapman. She was built under the superintendence of Capt B Pope for Capt Levi King, and is intended for the coast and West India trade. She is owned by Shubert & Cottingham, Henry Prague and others, of Philadelphia. Her dimensions are 118 feet keel, 32 feet beam, 9 feet 4 inches lower hold, 5 feet 6 inches between decks, and has 560 tons capacity. She was towed to Philadelphia 10th to receive her outfit.

A new barkentine was successfully launched from the shipyard of W F Greene, East Boston, on Saturday last. She is 600 tons. Dimensions—145 feet length, 31 feet breadth of beam, 15 feet depth of hold. If not sold within a month will proceed to sea on present owner's account. She is classed A 1 8 years.

At East Boston May 13, from the yard of Smith & Townsend, a new ship, name not given. She is 1300 tons burthen, length 185 feet, breadth 37 feet and depth of hold 37 feet. She is for sale.

At Searsport May 8, from the yard of Wm McGilvery, bark Fred M Carlton. She is 520 tons, and is owned by Capt Wm McGilvery and others, and will be commanded by Capt Wm Carlon, who is part owner.

At Bucksport May 12, from the yard of Bearsley & Co, a fine 3-masted schooner, named Thos W Holder. Her dimensions are—Length on top, 121 feet; depth of hold, 9½ feet; breadth, 32½ feet, and registers 290 tons, o m. She is to be commanded by Capt John Saunders.

NOTICE TO MARINERS.

A sunken rock has been lately discovered in the passage between Blunt's Reef and Cape Mendocino, with six feet on it at low water; breaks very seldom. It bears SW ¾ W by compass, and is distant one and seven-tenths nautical miles from the lighthouse, which is on the southern slope of Sugar Loaf rock, the point of land at Centerville showing about half way between point of False Cape and False Cape Rock, the passage between Blunt's Reef and Cape Mendocini, owing to this and other dangers, should not be attempted.

GERSHOM BRADFORD, Assistant U S Coast Survey.
EUREKA, Cal, April 16, 1875.

ENGLISH CHANNEL—DUNGENESS.

Notice is hereby given that in consequence of the beach at Dungeness having for some time past grown out, so that the lighthouse is now at a considerable distance inland, it has been determined to mark the extreme edge of the shore by placing an additional light to the SE of the present station, as near to the high water line as practicable.

This additional light will be exhibited on or about the 1st of July next, and will show a bright quick flash every 5 seconds (the dark interval occupying about 3 seconds of that time).

The fog signal will be moved forward at the same time to the same site, but the main light will continue to be exhibited from the present position as usual.

Later in the season the main light will be altered from electricity to the most powerful form of oil light, and the red light to the westward will then be shown from the lantern, instead of as now from a window beneath it. There will then, consequently, be no white light in a westerly direction between the bearing of west from the lighthouse and the land.

By order, ROBIN ALLEN, Secretary.
Trinity House, London, March 11, 1875.

WHALEMEN.

A letter from Capt Handy, of bark Mary & Susan, of NB, reports her at Taicahuano April 2, to sail next day for off shore ground and the line, and be at Pulla in October. The only whalers in port were the barks Seime and Nautilus.

A letter from Capt Lake, of bark Nautilus, of NB, reports her at Taicahuano April 1, to sail next day to cruise.

A letter from Capt Jacob A Howland, dated Valparaiso April 3, states that bark Corn Howland, Homan, of NB, was at Juan Bernandez with 600 bbls oil all told—one right whale. In port at Valparaiso, 1 hull barks Marjorosa, Chase, and Pescadora, Holman, both fitting to sail soon.

A letter from Capt Potter, of bark Morning Star, of NB, reports her at Valparaiso April 1, with 550 bbls sp oil, all told.

A letter from Capt Chase, of bark Platina, of Westport, reports her at Taicahuano March 24, with 700 bbls sp and 600 bbs wh oil.

A letter from I H Marks, dated Valparaiso March 1, to Capt Chas F Howland, of New Bedford, reports that the following vessels had arrived at that port since last report:—Ohil barks Mariposa, with 100 bbls hpbk oil and 60 do sp; Virginia Marks, 800 hpbk and 400 sp; Grace Marks, 800 hpbk and 250 sp; Mary, 900 hpbk and 190 sp. The Virginia Marks has since sail