THE STATE CAPITAL

The Senate Progress the Husted Rapid Transit Bill.

Amendments of the Conference Committee.

Adoption of the Committee's Report by the Senate.

FINAL ADJOURNMENT TO-DAY

ALBANY, May 21, 1875.

Governor Tilden's Rapid Transit bill is now about certain to become a law in the shape desired by the citizens of New York. The conference committee of the Senate and Assembly to-night reported their conclusions to the former body. The report was adopted. To-morrow the matter will come up in the Assembly, and will no doubt receive the sanction, without any difficulty, of the friends of the bill, who are entirely satisfied with its present complexion. It is now probable, in the event of a final passage, that the Common Council or Moore bill cannot receive the Executive signature. Senator Moore to-night seemed particularly anxious to explain his position on this important question. Senator Moore has opposed the Husted bill simply because he was under the impression that the Common Council proposition that he had substituted for his own was the most desirable. He also bases his support of the latter bill on the indorsements it received from the Mayor and Aldermen of his own city. The anxiety of some of the Senators to place themselves right on the issue in this Rapid Transit controversy testified how strong a hold the subject has upon the public mind. The following is the report of the Conference Committees:—

THE REPORT.

The Committee of Conference appointed by the Senate and Assembly report that they have met and duly agreed to the following amendments:—

In section 4, line 14, strike out "and not already" and insert "and except such portions of streets and avenues as are already legally designated for the main line of, or ——. "In line 19, after "United States" insert, "and except that portion of the city of Buffalo lying between Michigan and Main streets."

And your committee further report that they have agreed to recommend that the Assembly do concur in the following amendments to the bill proposed by the Senate and amended as follows:—

First—Strike out section 36 and insert in lieu thereof as follows:—"Section 36.—Whenever the route or routes determined upon by said Commissioners coincide with the routes covered by the charter of an existing corporation, formed for the purpose provided for by this act, provided that said corporation has not forfeited its charter or failed to comply with the provisions thereof, requiring the construction of a road or roads within the time prescribed by its charter, such corporation shall have the like power to construct and operate such railway or railways upon fulfilment of the requirements and conditions imposed by said Commissioners as a corporation specially formed under this act, and the said Commissioners may fix and determine the route or routes by which any elevated railway or railways now in actual operation may connect with other steam railways or the depot thereof or with steam ferries upon fulfilment by such Elevated Steam Railway Company, as far as it relates to such connection, with such of the requirements imposed by said Commissioners under section 4 as are necessary to be fulfilled in such cases under section 18 of article 3 of the State constitution, and such connecting elevated railroad shall in such case possess all the powers conferred by section 26 of this act; and when any connecting route shall be so designated such Elevated Railway Company may construct such connection with like effect as though the same had been a part of the original route of such railway.

Strike out all of section 40 after the word "thereto" on line 5 of said section, and insert in lieu thereof as follows: "None of the provisions of this act shall apply to any railroad company organized under any general or special law of this State for the purpose of constructing or operating a steam railroad upon the surface of the ground; nor to the operation or management of any such railroad heretofore constructed."

Strike out section 41, and insert in lieu thereof as follows:—

"SECTION 41.—It shall not be lawful for any company organized under the provisions of this act, or under any act heretofore passed, to construct a steam railroad upon St. Nicholas avenue, in the city of New York, or those streets or avenues in said city commonly known as boulevards, except to cross the same under such regulations as shall be imposed by the commissioners provided for by this act; and every such company shall be bound by the restrictions and limitations as to its rules and as to its mode of construction which shall be established by the commissioners appointed under the acts from which its powers were derived, as far as such restrictions and limitations are consistent with the provisions of this act. The provisions of this section shall not be deemed to apply to any existing horse street railroad heretofore authorized to be constructed."

THE SUPPLY BILL.

There is understood to be a deadlock in the conference committee on the Supply bill. The trouble still continues over the Elmira Reformatory, and if no agreement is consummated to-night it is understood the Assembly will adjourn, in accordance with the concurrent resolution passed this morning.

THE INCREASE OF CRIME IN NEW YORK.

Mr. Husted to-day introduced an excellent amendment to the resolution passed a few days since appointing a committee to examine into the causes as to an increase of crime in New York city. Under this amendment it is proposed the investigation may extend to the management of Ludlow Street Jail, where prisoners are confined under civil process. Suggestions have been frequently made of late as to severe hardships endured by persons arrested and confined for debt.

The necessity for appointing such an investigating committee appeared to be a great mistake and will put the people to a large, unnecessary expense.

ARMORY BILL.

A number of claims, many of them understood to be just, are at present pending against the city of New York for the repairing of armories. Through some legal technicalities the parties who have performed this work have been kept out of their pay. A bill has just passed the Legislature creating a Board of Audit, to be appointed by the Mayor, to investigate as to the validity of these claims.

THE PROCEEDINGS.

SENATE.

ALBANY, May 21, 1875.

Mr. King reported favorably on the bill authorizing the Board of Commissioners of Emigration to mortgage lands on Ward's Island and to extinguish the liabilities against said Board.

The President presented the report of the State Engineer and Surveyor in answer to the Senate resolutions relative to doubling the locks on the Western division of the Erie Canal.

The conference committee on the act to provide for a uniform system for the repavement of the streets, avenues and public places in the city of New York, reported they had agreed on an amended bill. The question recurring on agreeing with the report, when Mr. Ledwith's name was called he stated that the bill was "a job" which was sought to be imposed upon the taxpayers of New York city. The report was then disagreed to—Yeas 8, nays 15.

On motion of Mr. Jacobs the vote was reconsidered and laid on the table.

Senators Gross, Robertson and Woodin were appointed a conference committee on the bill relative to the Police Department in the city of New York.

Mr. Johnson moved to take from the table the Cuban resolutions. Lost—yeas 14, nays 15.

Mr. McGowan moved to take from the table the resolutions for a reduction of tolls on pine and hard wood lumber. Carried.

The resolution was then adopted.

Senators Robertson, Woodin, and Fox were appointed a conference committee on the part of the Senate on Mr. Husted's Rapid Transit bill.

The bill to recover pay for repairs heretofore made in the pavement of Broadway in the city of New York was passed.

Mr. Fox moved to reconsider the vote by which the New York Repavement bill, as reported from the conference committee, was lost during his absence from the Senate Chamber this morning on a statement by the Senator from the Seventh district (Mr. Ledwith).

The motion to reconsider was carried (Mr. Ledwith voting therefor), and the bill was then recommitted to the conference committee.

Mr. Jacobs offered the following concurrent resolution:—

Whereas the State Engineer and Surveyor, by a resolution by the Assembly in 1872, was required to make an estimate of the material used in the crib work of Quarantine Island No. 2 in New York bay, and

Whereas the said officer made such report in 1873, and

Whereas the contractors by whom said work was done and materials furnished now claim that the State is indebted to them; now, therefore,

Resolved, That the Comptroller, State Engineer and Attorney General be appointed a board to examine into said claims, with instructions to report to the next Legislature. Adopted.

BILLS PASSED.

The Annual Tax Levy bill aggregating six mills.

The bill in reference to courts of record was referred to the New York Senators.

BILLS ORDERED TO A THIRD READING.

Relative to the construction of sewers in Brooklyn.

For the opening of Lewis avenue and Dorkin street, Brooklyn.

Improving Ninth avenue and Fifteenth street, Brooklyn.

Increasing the powers of the Brooklyn Common Council.

Relative to the American Institute.

Mr. Rosecrans reported favorably the bill relative to the Marine Court in the city of New York.

In Committee of the Whole, Mr. Laning moved to strike out the first section of the bill empowering the Commissioners of Quarantine to mortgage property on Ward's Island $300,000. Carried.

In the Senate the report was agreed to.

Mr. Fox, from the conference committee, reported Mr. Daly's bill relative to repaving streets and avenues in the city of New York.

The bill proposes to let all work to the lowest bidder. The report was agreed to.

The Senate then took a recess until half-past seven o'clock this evening.

EVENING SESSION.

In the Senate this evening the following bills were ordered to a third reading:—

Defining the jurisdiction of the Marine Court in the city of New York.

The Senate agreed to the Assembly bill relative to throwing offal in the North or East River. The amendments give the Governor power to appoint a shore inspector and to impose a tax of $1,000 on Kings county to bear part of the expenses of the inspection.

BILLS PASSED.

The Erie Classification bill so called.

For the demolition of unsafe walls in Brooklyn.

For the construction of sewers in Brooklyn.

To incorporate the Brooklyn Silent Safety Elevated Railroad Company.

Relative to sewerage and drainage in the city of Brooklyn.

For the appointment of interpreters in Brooklyn courts.

Amending the charter of the American Institute.

Relative to Fire Insurance Companies.

RAPID TRANSIT.

Mr. Jacobs, from the Conference Committee, reported the Husted Rapid Transit bill as amended by the committee.

Mr. Woodin could not allow himself to be an impediment to securing rapid transit to the people of New York city. He wished to secure to the persons who had special charters now their rights intact, but he would reluctantly vote "aye" on the bill.

The bill was then read a third time and passed by a vote of 21 to 6.

THE VOTE.

YEAS—Messrs. Brawley, Coe, Connolly, Dayton, Dickinson, Dow, Fox, Gross, Jacobs, Kellogg, Laning, Ledwith, Lowery, Madden, McGowan, Parmenter, Ray, Robertson, Sellerg, Tobey, Wagner, Wellman, Wood and Woodin—24.

NAYS—Messrs. Cole, Johnson, King, Lord, Middleton and Thompson—5.

BILLS PASSED.

To widen and improve Ninth and Downing streets, Brooklyn.

To incorporate the New York Cheap Transportation Association.

Extending the jurisdiction of the Marine Court in the city of New York.

For the improvement of Myrtle avenue, Brooklyn.

In relation to courts of record in the city and county of New York.

The Senate then went into Committee of the Whole on the Board of Audit bill, and progressed it.

The senate then adjourned.

ASSEMBLY.

ALBANY, May 21, 1875.

The Husted Rapid Transit bill was announced from the Senate, as amended.

Mr. Husted moved a non-concurrence and the appointment of a conference committee. Carried, and the Chair appointed Messrs. Husted, Oakley, Seward, Daly and McGowan as such committee.

The Senate resolution to adjourn to-morrow, at twelve o'clock M., was received and laid on the table, to be called up for action at any time.

Mr. Parker moved the printing of extra copies of the following general acts passed at this session for distribution among the people:—The Supervisor's bill, the Corporation bill and the Savings Bank bill.

Messrs. Wadsworth and Hammond opposed the motion, and it was lost by a vote of 53 to 41, requiring 65 votes.

Mr. Husted moved that the committee to investigate the increase of crime in New York also inquire into the management of Ludlow Street Jail, in that city, and the authority for imprisonment on civil process, and that the committee report what legislation is necessary to abolish such imprisonment.

The resolution was amended at the suggestion of Mr. T. C. Campbell so as to authorize the committee to employ counsel if necessary, and then adopted.

Mr. Schirmerhorn moved that the Judiciary Committee be discharged from the further consideration of the bill to repeal the law requiring the publication of legal notices, &c., in the city of New York in the paper known as the *Daily Register*, and that the same be ordered to a third reading. Lost, which showed that the House would not pass the bill.

The bill imposing a tax of one mill on each dollar of property in cities and villages for the establishment of three public libraries in each city and one in each village, when the Common Council or village Trustees vote the same, came up for a third reading, and Mr. Hammond moved to recommit to the Ways and Means Committee.

Mr. T. C. Campbell moved that the committee report to-morrow morning, and sustained the bill.

Mr. Alvord moved that the committee be instructed to report on the 4th of July next.

Mr. T. C. Campbell withdrew his motion and moved the previous question, which was ordered.

Mr. Alvord's motion was negatived.

The question was then taken on Mr. Hammond's motion, and that was also lost. The bill was then put on its passage. In voting, Mr. T. C. Campbell explained that on examination of the provisions of the bill he found that in villages the citizens had a right to determine whether this tax shall be imposed, while in cities that right is not conferred. He was in favor of the provisions of the bill, apart from this one, and was compelled to vote against it, with the hope that it would be defeated, reconsidered and amended.

Messrs. Husted and Petty expressed similar views.

The bill was then lost by a vote of 26 to 72.

Mr. Husted then moved a reconsideration, which was lost by a vote of 38 to 49.

The bill killed the bill.

Mr. Alvord called up the Senate resolution to adjourn *sine die* to-morrow at twelve o'clock M., and it was concurred in.

AFTERNOON SESSION.

The House reassembled at four o'clock P. M.

The Senate resolution adopted by that body to-day relative to Quarantine Island No. 2, was received and adopted.

The senate resolution relative to tolls on hardwood lumber was received and adopted.

The bill providing for repavement in New York was received from the Senate amended.

The amendments were concurred in.

Mr. Wakeman moved a reconsideration, saying the amendment was in conflict with the charter, which requires contracts amounting to over $1,000 shall be let by contract, and that as to patent or concrete pavements, they shall be open to competition.

Mr. T. C. Campbell said that he so read the amendment. It was the door effectually against competition in the matter of patent pavements, and as this House had at whose at a bulwark against this, he did not think it was going to stultify itself now. He wanted the bill so amended as to make this provision clear.

After some further discussion Mr. T. J. Campbell moved the previous question, which was ordered, and Mr. Wakeman's motion to reconsider was lost.

A recess was taken until eight P. M.

The Senate's amendments to the bill authorizing proceedings to recover payment for repaving Broadway New York, were concurred in.

The resolution requesting the Governor to apply to the President of the United States to take action to secure a revision of the exterior bulkhead lines of Staten Island was adopted.

Recess until four P. M.

EVENING SESSION.

The Assembly reassembled at eight P. M., but immediately adjourned, on motion of Mr. Alvord, who stated that there was no business which the House could do.

SUMMER GARDEN CONCERTS.

The summer is full of promise in the musical line, and no one can complain of variety and positive merit in the entertainments now being prepared for the season when the Dog Star rages and humanity is in a melting mood. Summer concerts have become not only eminently popular, but may be considered now in the light of necessity. The liberal patronage extended to them for the past few years has encouraged managers and capitalists to new efforts in the same direction, and the result is that during the coming summer New York can boast of at least three musical resorts that cannot be surpassed in any part of the world.

The newest and most extensive is Gilmore's Concert Garden on Fourth avenue, late Barnum's Hippodrome, which, in point of extent, completeness of arrangements and picturesque beauty, will have no equal in America. The change that has been effected within the past few weeks is magical. A real summer garden has taken the place of the arena in which fair charioteers contended for the mastery and the Congress of Nations nightly met. The lair of the elephant is now devoted to the service of King Gambrinus, and where the rhinoceros elevated his horn ice cream shall cheer the parched throat. The stable of the fiery steed is a kitchen and the judge's stand makes way for a bewitching arbor. The camel would now become bewildered at the fairy-like grotto that has replaced his former haunts, and the ostrich would no longer recognize in the green turf and white gravelled walks the dusty track on which he has so often indulged in a walk around. The Hippodrome has indeed undergone a change. One hundred boxes richly carpeted have been constructed in the circle immediately overlooking the garden. In the centre is an octagonal pavilion, upon which Gilmore's band of one hundred performers will discourse sweet music. Grass and flower pots, with rustic benches, large fountains and statues, embellish the space set aside for the garden, and promenades covered with white gravel will enable the visitors to enjoy the music and the exercise at the same time. A dense wood on the Madison avenue side will front a cascade of eleven falls at the opposite end of the building. This waterfall will be set off by rock work, stalactites, aquatic plants and palm trees in front and on either side, and the water will be kept constantly ice cold, thus keeping the temperature of the building down to a reasonable degree. Two thousand colored lights in arches, immense reflectors and calciums will transform night into day. The entrance will consist of rustic arches, and will be flanked with foliage. The band will be the largest and best of the military kind that New York has ever known, and Mr. Gilmore will take care to divide his programmes between the highest classical schools and popular selections. Levy, the cornet player, has been especially engaged for the season, which will commence on the 22d inst.

Mr. Downing has commenced a season of Sunday afternoon concerts at the immense Jones Wood Colosseum. His band, attached to the Ninth regiment, has for years occupied a leading position in the musical world. The soloists are:—Cornet, Mr. Benjamin C. Bent; clarionets, Messrs. Ed. Boenm and J. M. Morelli; euphonium, Mr. F. X. Diller; trombone, Mr. Frank Moore.

Mr. Downing has in rehearsal a grand battle pot-pourri, with Beethoven's celebrated battle music, in which a double military band and a full drum corps will take part.

The opening of the season of Thomas' concerts at Central Park Garden is always interesting, and receives an additional attraction this summer in the handsome manner in which Mr. John Koch has fitted up the hall and garden. The name of this orchestra is now world wide, and Mr. Thomas promises a succession of musical novelties that bid fair to eclipse all his former seasons. When New Yorkers forget what good music means and what a charming summer resort adjoins the Park then and not till then shall Central Park Garden lose a particle of its manifold attractions.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
City of Richmond	May 22	Liverpool	10 Broadway.
Baltic	May 22	Liverpool	19 Broadway
Helvetia	May 22	Liverpool	69 Broadway.
Ethiopia	May 22	Glasgow	7 Bowling Green
Oder	May 22	Bremen	2 Bowling Green
Russia	May 26	Liverpool	4 Bowling Green
Frisia	May 27	Hamburg	61 Broadway
F Caland	May 27	Rotterdam	50 Broadway.
City of Brussels	May 29	Liverpool	15 Broadway
Egypt	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
Wyoming	June 1	Liverpool	29 Broadway.
Bohemia	June 2	Liverpool	4 Bowling Green
State of Indiana	June 2	Glasgow	12 Broadway.
Thuringia	June 3	Hamburg	61 Broadway.
Germanic	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
Rhein	June 5	Glasgow	4 Bowling Green
Abyssinia	June 9	Liverpool	1 Bowling Green
Pommerania	June 10	Hamburg	61 Broadway.
Maas	June 10	Rotterdam	50 Broadway.
Aretic	June 12	Liverpool	19 Broadway.
City of Paris	June 12	Liverpool	15 Broadway
Spain	June 12	Liverpool	69 Broadway.
Pereire	June 12	Havre	55 Broadway
Donau	June 12	Bremen	2 Bowling Green
Idaho	May 15	Liverpool	29 Broadway.
Algeria	June 16	Liverpool	4 Bowling Green
State of Georgia	June 16	Glasgow	12 Broadway.
Gellert	June 17	Hamburg	61 Broadway
Celtic	June 19	Liverpool	19 Broadway
City of Berlin	June 19	Liverpool	15 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 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 38		Gov. Island	morn	9 24
Sun sets	7 16		Sandy Hook	morn	8 49
Moon rises	eve	9 57	Bell Gate	morn	11 19

PORT OF NEW YORK, MAY 21, 1875.

CLEARED.

Steamer Helvetia (Br), Webster, Liverpool—F W J Hurst.

Steamer Philadelphia, Davis, Philadelphia—James Hand.

Bark Queen of Ceylon (Br), Scott, London—Peabody, Willis & Co.

Bark Giulio (Ital), Pachello, Cork for orders—Lauro, Story & Co.

Bark Fearless (Br), Slater, Cape Town and East London, C Gill—impson & Haw.

Bark Rebecca Caruana, Johnson, Matanzas—Waydell & Co.

Brig Robert Dillon, Blatchford, Rio Janeiro and Santos—Thos Norton & Co.

Schr Charles C Warren, Smith, Baracoa—B J Wenberg.

Schr Ella Worden, Young, San Salvador—Wm T Woodruff & Co.

Schr Col Ellsworth, Howard, Cat Island, Bah—B J Wenberg.

Schr Charlie Cobb, Kennedy, Nassau, NP—B J Wenberg.

Schr Alruna (Br), Mitchell, St John, NB—P I Nevius & Son.

Schr Mary E Woodhull, Davis, Corpus Christi—J H Brower.

Schr Twilight, Robinson, Baltimore—Van Brunt & Bro.

Schr Oliver Dyer, Falker, Saco, Me—J H Winchester & Co.

Schr Treasure, Wilson, Providence—Delaney & Cottrell.

ARRIVALS.

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

Steamer Neckar (Ger), De Limon, Bremen May 8 and Southampton 11th, with mdse and 210 passengers to Oelrichs & Co. May 13, lat 49 20, lon 17 08, passed bark Sarah Mandell (Br), from Charleston for Liverpool; 17th, lat 44 50, lon 47, passed an iceberg; same day, lat 43 40, lon 48 40, several icebergs; 18th, lat 43 40, lon 49 40, an iceberg; same day, lat 42 03, lon 53 15, an Inman steamer, bound east; same day, lat 42, lon 54, steamer Algeria (Br), hence for Liverpool.

Steamer August Andrea (Belg), Greve, Antwerp May 5, with mdse and 9 passengers to Funch, Edye & Co.

Steamer Crescent City, Curtis, Havana May 15, with mdse and passengers to Wm P Clyde & Co.

Steamer South Carolina, Nickerson, Charleston May 18, with mdse and passengers to J W Quintard & Co.

Steamer Gulf Stream, Jones, Wilmington, NC, with mdse and passengers to Wm P Clyde & Co.

Steamer Matanzas, Smith, Baltimore, with mdse to the Old Dominion steamship Co.

Bark Brage (Nor), Svendsen, Kinsale 35 days, in ballast, to Tetens, Bockmann & Co. May 10, Halgrove Olsen, seaman, a native of Norway, aged 19 years, fell from the jibboom overboard and was drowned.

Bark Reformer (Br), Brown, Havre April 6, with mdse to order.

Bark Alaska, Perry, Messina March 24, with fruit to Lawrence, Giles & Co.

Bark Assunta (Ital), Pilento, Palermo 75 days, with fruit, &c, to Phelps Dodge & Co; vessel to Lauro, Storey & Co. Passed Gibraltar March 23.

Bark Unione (Ital), Corrao, Palermo 49 days, with fruit to J C Seager. Passed Gibraltar April 10.

Bark R Murray, Jr., Purington, Miragoane 14 days, with logwood, &c., to R Murray, Jr.

Bark Tinder (Br), Schofield, Lagua, 14 days, with sugar to Moses Taylor & Co; vessel to Boyd & Hincken.

Brig Beatrice Suppielen (Ger) Nielahr, Glasgow 70 days, with coal to order; vessel to J C Seager.

Brig Alice Abbott (of Liverpool, NS), McLeod, Arroyo, PR, 15 days, with sugar and molasses to J V Onatavia & Co; vessel to Bird, Savage & Bird.

Brig La Cayenne (of Halifax), Parker, Arroyo, PR, 14 days, with sugar and molasses to Rivera & Co; vessel to Miller & Houghton.

Brig Sportsman, Blanchard, Havana 13 days, with sugar to Knowlton & Co; vessel to R P Buck & Co. May 16, lat 36 34, lon 74 10, saw steamer Henry Chauncey, hence for Aspinwall.

Brig Medina (of Annapolis, NS), Vergie, Cardenas 13 days, with sugar and molasses to Henry & Parker.

Brig Sanival Colpel (Br), Spurr, St Jago 18 days; with sugar to Henry & Parker.

Brig Britannia, Hotchkiss, Trinidad 12 days, with sugar to H Trowbridge's Sons.

Brig Spring Bird (Br), Hassell, Nevis 12 days, with sugar to Penlston & Co.

Schr C McCook, Cook, Demerara 18 days, with sugar to Jed. Frye & Co.

Schr Wm Todd, Wood, Campeachy 16 days, with mahogany, &c, to E F Metcalf & Co.

Schr Agnes (of Mystic), Rodman, Tampico April 1, via Newbern, NC, 5 days, with mdse, &c, to Brown Bros & Co; vessel to Evans, Ball & Co.

Schr Kathleen (of St John, NB), Mallett, Barbados via Delaware Breakwater 21 days, with molasses to Kinney, Mumford & Co.

Schr Carrie Jameson, Jameson, Cabarien 10 days, with molasses to order; vessel to J V Havilland.

Schr Commerce, Janvrin, Baracoa, 9 days, with fruit to J A T Pearson; vessel to S J Weubert.

schr Robert Byron, Nicholson, Eleuthera 8 days, with fruit to Jas E Ward & Co.

chr Jacob I Hauseman, Ryder, Rock Sound 8 days, with lines to William Douglas; vessel to B J Wenberg.

schr H A Brown (of Provincetown), Dowling Harbor Island 8 days, with lines to J Enese; vessel to B J Wenberg.

schr M A Pratt, Pratt, Washington, NC, 7 days, with shingles to master.

Schr J S Ivins, Ingersoll, Richmond.

schr S A Burr, Arnold, Norfolk.

Schr J S Lavender, Matthews, Virginia.

Schr Victoria, Waitwell, Virginia.

Schr A G Wainwright, Floyd, Virginia.

Schr W S Doughty, Johnson, Virginia.

Schr S J Dean, Henricks, Virginia.

Schr Ruth N Price, Price, Virginia.

Schr A H Hurlburt, Frisby, Georgetown, DC.

Schr Ellen Tobin, Bonnell, Baltimore.

Schr Mattie S Kelon, Kelon, Baltimore.

Schr A Denike, Jones, Baltimore.

☞ Bark Galathea (Nor), which arrived 16th and anchored at Sandy Hook, came up to the city 21st, PM.

☞ Brig Princeton, from Bangor, which arrived 19th, is consigned to John S Creed (not as before reported).

PASSED THROUGH HELL GATE.

BOUND SOUTH.

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

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

Steamer Bohivar, Geyer, New London for New York, with mdse and passengers.

Brig J H Gillespie (Br), Foster, Windsor, NS, for New York, 10 days, with plaster to C W Bertaux.

schr Florence Mary (Br), Greene, Wentworth, NS, for New York, 6 days, with plaster to J F Whitney & Co.

Schr Henry Beechman (Br), Morris, Wentworth, NS, for New York, 11 days, with plaster to J F Whitney & Co.

Schr Sea Lark, Pike, Rockland, ME, for New York, 7 days, with stone to Jed Frye & Co.

schr Henry F Hallock, Hallock, Hartford for New York.

Schr Asher S Parker, Carpenter, Glen Cove for New York.

schr Nall, Mead, Greenwich for New York, with stone to order.

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

Schr A A Rowe, Rowe, Nantucket for New York, with fish to order.

schr C W Locke, Bunce, Providence for New York.

Schr Samuel Crocker, Barnes, Taunton for New York.

Schr Orlando Roland, Providence for New York.

schr T W Spencer, Crossman, Providence for Haverstraw.

Schr Rachel Jane, Lynch, Fall River for New York.

Schr Liberty, Johnson, Providence for New York.

Schr Artist, Forrester, Providence for Port Johnson.

Schr Maria Louisa, Bates, Fall River for New York.

BOUND EAST.

Brig Hattie Pettis (Br), Pettis, New York for Point-a-Pitre.

Schr Sarah J Fort, Fort, Georgetown, DC, for Bridgeport.

schr J H Hoyt, Lyon, Baltimore for New Haven.

Schr Nash, New York for East Greenwich.

Schr W N Gessner, Egbert, Hoboken for Providence.

Schr J B Van Dusen, Corson, Georgetown for Bridgeport.

Schr Charger, White, Weehawken for Providence.

Schr Champion, Morris, Weehawken for Boston.

Schr Wm H Waller, Crowley, New York for Fall River.

Schr M E Higgins, Mason, New York for Provincetown.

Schr Geo W Whistler, Crosby, Albany for Boston.

Schr J S Parker, Ward, Virginia for Boston.

Schr L D Rathburn, Crowell, Philadelphia for Norwich.

Schr J K Mundell, Jeffries, New York for New London.

Schr Geo Nevenger, Smith, Georgetown for Boston.

Schr Ellen S Baxter, Lamphear, Hoboken for Providence.

schr F Merwin, Bunce, Hoboken for Fall River.

Schr Fanny Fern, Eaton, Hoboken for Norwich.

Schr Wm L Abbott, Libby, Georgetown for Bridgeport.

schr Maggie & Lucy, Avery, Baltimore for New Haven.

Schr Game Cock, Beebe, New York for Providence.

Schr Unknown, St John, Parsons, Elizabethport for New London.

schr Geo F Allton, Leek, Haverstraw for Pawtucket.

Schr L Robinson, Robinson, Hoboken for Providence.

Schr Gertrude, Brockway, New York for Middletown, Conn.

Schr Florence V Turner, Walker, Weehawken for Camden.

Schr C Allen, Crosbey, New York for Boston.

Schr I H Borden, Baker, New York for Fall River.

Schr Lamartine, Smith, Hoboken for New Haven.

Schr F C Smith, Hoboken for Providence.

Schr Mary Munroe, Hyatt, New York for Boston.

Schr Mary Stowe, Bacon, New York for Clinton.

Schr Gen Sherman, Stewart, New York for Northport.

Schr Scotia Dow, New York for New London.

Schr Charles H Washington, Holbrook, New York for Wellfleet.

schr Althea, Baker, New York for Mystic.

Schr Jennie, Davis, New York for Noank.

Schr George Downing, Smith, New York for New Haven.

schr Oliver Dyer, Falker, Weehawken for Saco, Me.

Schr Sarah Maria, Atkins, New York for Cape Neck.

Schr M Hoxie, Merritt, New York for City Island.

schr Ida Palmer, Palmer, New York for Stamford.

SAILED.

Barks Parodi C (Ital), for Cork or Falmouth; San Domenico (Ital), do or do; Hazard, Pernambuco; Golden Fleece (Br), Barbados; brigs Robert Dillon, Rio Janeiro and Santos; Fanny, Santander.

MARITIME MISCELLANY.

STEAMER BLACKSTONE, before reported towed into Norfolk, was bound from Providence for Baltimore. She will be towed to Baltimore for repairs.

SHIP WIMBLEDON (Br), before reported foundered at sea, sailed from Liverpool April 10 for Quebec; Christie master. The W was 1494 tons register, built at Quebec in 1864, and owned in Liverpool.

BARK HERMOD (Nor), Andersen, from Havre for Quebec, was the vessel before reported ashore at Mattano May 17. She had got off, and was sailing up to Quebec 19th.

BARK GOLDFINDER (Br), Kelly, from London for Quebec, in ballast, got ashore at Beaumont previous to May 19, and afterwards came off, receiving but little damage.

SCHR ADDIE JORDAN, Leavitt, from New York, at Brunswick, picked up on the 11th of May at sea, 25 miles NE of Cape Hatteras, a box containing the cabin of a locomotive engine. Two holes were cut in the top of the cab, which is all the damage it had sustained, with the exception of one glass light broken. Later in the day passed another box of about same dimensions, but, being so near night, could not stop to pick it up.

SCHR ANNIE E WARD, from Georgetown, DC, with a cargo of coal, which grounded in Georgetown channel, got off at high water morning of 20th inst.

SCHR ANTHONY GODFREY, bound out from Georgetown, ran aground a short distance below Alexandria 20th inst, but would, it was supposed, get off at the next high water.

THE MARY E CARTER, from Baltimore via New York for Bangor, with a dredging machine and scows in tow, sprung aleak and put into Newport on the 20th inst for repairs.

FORTRESS MONROE, May 21—Brig Lincoln, which arrived here to-day from Rio Janeiro, reports the death of the captain, three men and a mate at Rio Janeiro.

QUEBEC, May 21—The Captain of the ship Elizabeth, at this port from Inverness, reports that on the 13th of May he sighted a bark to the leeward with signals of distress flying. She proved to be the Favorite, from Liverpool, in a sinking condition. The master and crew had already taken to their boats, and they came on board the Elizabeth, from which shortly afterward four of the crew were transferred to the bark R C Hale, of Yarmouth, bound for Dalhousie. The remaining nine, six in number, including the Captain, came to Quebec.

Captain Thompson, of the ship Duke of Wellington, from Liverpool, reports having seen on Friday last a ship and a bark ashore on Anticosta, to the westward of Health Point light.

VINEYARD HAVEN, May 20—Schr E Waterman came off this AM and sailed.

SHIPBUILDING—At East Boston Master Wm F Green is building a fine bark called the David A Preston, to be launched in about a week. Her tonnage is about 600 tons register. She is owned by the builder, David A Preston, of Boston; Thomas Quigley, of New York, and Capt H D Humphrey, late of bark Mary Cobb, who will command her.

At Belfast Mr George Cottrell has laid the keel of a 3-masted schooner at his yard. She is to be owned by parties in that city, and is to be commanded by Capt Rufus B Condon.

NOTICE TO MARINERS.

ALEXANDRIA, Va, May 20—Steamer Express, from Baltimore, reports the buoy at Lower Cedar Point as having drifted 2½ miles from its right position, and as now anchored between Persimmon Point and Mathias Point, and as calculated to run vessels ashore.

PROVIDENCE, May 20—The buoy which marked the rock off Rocky Point has been missing since early in the spring, and is supposed to have been carried away by the ice. It is a dangerous obstruction, and should be replaced immediately. It is only covered by 6 feet of water at low tide. Two steamers have struck it within a short time.

NEWFOUNDLAND—SOUTH COAST—LIGHT AT GARNISH, FORTUNE BAY.

A light is exhibited from a beacon tower erected at Garnish, east side of the entrance to Fortune Bay.

The light is a fixed red, elevated 20 feet above the level of the sea, and is intended as a guide to fishing craft.

The tower is of wood, supporting an octagon, which is painted red and white.

Approximate position—Lat 47 14 N, lon 55 24 W.

BEACON ON IRELAND ISLAND, LA POLE BAY.

A square building of wood, painted white, with three black bands, has been erected on Ireland Island, at the entrance to La Polle Bay. The beacon is 75 feet high and is supported by four chains.

LIGHT ON CHANNEL HEAD, PORT-AU-BASQUE.

A light will be exhibited from a tower recently erected on Channel Head, west side of the entrance to Port-au-Basque.

The light will be fixed red. The tower is of wood.

Position—Lat 47 33 51 N, lon 59 07 10 W.

ENGLAND—EAST COAST—POSITION OF WRECK OFF SOUTH SHIELDS.

Notice is hereby given that a green buoy, marked with the word "Wreck," has been placed about 2½ fathoms east of the sloop Kalamazoo, sunk off south Shields.

The buoy lies in 6 fathoms at low water spring tides, with the following marks and compass bearings:—

Tynemouth lighthouse in line with the buoy at the end of the south pier, NW by N ¾ N.

Souter lighthouse, S ¾ E.

The lower masthead is about 4 feet above low water spring tides, and will be removed as soon as possible.

INDIAN OCEAN—SEYCHELLE ISLANDS—POSITION OF LA PERLE REEF.

The following information relating to the dangerous shoal known as La Perle reef, lying to the southwest of, and distant 10 miles from Isle Platte, one of the Seychelle group, has been received from Commander Wharton, H M surveying vessel Shearwater, 1875.

The danger appeared to consist of a reef about 3 miles in length, but of little width, and lying NW by N and SE by S. No dry land or rocks visible. The Shearwater anchored in 7½ fathoms 4½ miles from a long line of breakers, but the shoal water was too heavy to allow a boat to venture nearer than several hundred yards, where there were 4 fathoms. The breakers were not continuous, and were observed especially in three spots about a mile apart.

The danger appears to be on the southern extreme of a bank of soundings connected with Isle Platte; on this bank 14 fathoms were obtained.

When to the southward of La Perle reef, Isle Platte was seen from the mast head of the Shearwater.

Commander Wharton places the centre of La Perle reef in lat 6 1 S, lon 55 21 E, and Isle Platte, south end, in lat 5 20 S, lon 55 27 E.

Bearings magnetic. Variation, 5 degrees westerly in 1875.

WHALEMEN.

Arrived at Honolulu April 23, barks Java, Colson, of NB, from a cruise, with 50 bbls sp; 23d, Cornelius Howland, Homan, of NB, with 100 bbls wh, 450 do sp and 800 lbs bone (and sailed 25th for Arctic Ocean).

Arrived at Fernandina May 17, ship Josephine, Long, Honolulu for New Bedford (and proceeded).

Schr Chas Cohgate is being prepared at New London for Desolation and Burd's Islands, elephanting and whaling and for sealing voyages; schrs Golden West and Flying Fish to sail in June.

A letter from Capt Koon, of bark Helen Mar, of NB, reports her at Kilakakna Bay April 5, having taken 90 bbls sp oil between seasons. Bound home.

Honolulu, May 4—The whalers have been in for an outfit of provisions, and are speeding on to the Arctic