ANOTHER CHAPTER IN ERIE.

EXCITEMENT AT THE FIFTH AVENUE HOTEL LAST EVENING RESPECTING IMPENDING BANKRUPTCY.

Great excitement prevailed last evening in and around the Fifth Avenue Hotel, owing to the rumored collapse of the Erie Railway. The large corridors and reading room of the hotel were crowded by an excited though not turbulent crowd of stock brokers, bankers and railroad officials. Here and there small groups of brokers were congregated, discussing the probability of there being any truthful foundation for the existence of such a rumor. The "I told you so" gentlemen appeared wiser than ever, and at every opportunity administered verbal rebukes to the arguments set forth by their doubting friends. "It could not have been otherwise," exclaimed one excited individual, apparently a broker. "I knew it all along, and I am glad of it, for we'll now get an honest board of management." "Jay Gould," suggested a bystander, but he immediately shut pan on finding that his suggestion instead of meeting with the approbation of the coterie was only received with a shout of derision accompanied by loud laughter. "No, no," responded an elderly gentleman, "we don't want any more Gould *régimes*. Why, gentlemen, this man Gould has been at the bottom of this whole affair, and he has managed the operations of those opposed to the present management so as to bring about the bankruptcy of the Erie road, in order that he may once more assume the control of that road. His plan now is to let the road go into bankruptcy, and by some manner of means so arrange matters as to have a controlling voice in the appointment of the receiver, in whose hands the books and property of the Erie road must be intrusted. As soon as he has accomplished this part of the programme he will then have himself re-elected president of the road once more. A reporter of the HERALD called upon Mr. Jay Gould last evening at the Fifth Avenue Hotel, for the purpose of ascertaining whether or not there was any truth in the rumors which were being circulated as to the inability of the Erie Railway to pay the June interest upon their bonds, amounting to about $550,000. When addressed upon the subject by our reporter, Mr. Gould was standing directly in front of the clerk's desk, and was engaged in chatting with several of his friends.

On being asked by our reporter as to whether he had heard anything about the rumored bankruptcy of the Erie road, Mr. Gould immediately responded that he had not.

REPORTER—Mr. Gould, have you heard that the Delaware and Lackawanna Coal Company and the Delaware and Hudson Canal Company had failed to keep the promises made to assist the Erie Railway Company by lending them sufficient money to pay their June interest?

He again replied that he had not, adding, by way of parenthesis, as though he desired to escape from being compelled to make answer to any course of cross-examination or questioning upon any matter connected with the Erie road, that he had had nothing whatever to do with the management of the road for two years past. He desired to be understood as being in possession of no knowledge whatsoever of Erie affairs. If there was any one subject on which he was unable to say anything it may be stated that Erie was that subject. To every question put to him by our reporter in quest of information upon the affairs of Erie he answered, "No."

President Jewett, of the Erie road, on being questioned last evening in regard to the Erie rumors upon the street, stated that there was a great deal of truth in them, in so far as regards the failure of the several canal and coal companies above mentioned to fulfil their promise of assistance. Had they complied with the request of the Erie road to advance the amount of the June interest he believed that the road would have prospered. As matters stand at present, however, he could discern nothing but bankruptcy staring them in the face.

The last remaining hope for the payment of the June and July interest has disappeared, as the following report of an interview with President Jewett shows:—

REPORTER—Mr. Jewett, have you received an answer to the negotiations set on foot by your company to raise money from the Pennsylvania coal companies to pay the June and July interest?

Mr. JEWETT—Yes, I have received an answer saying that no money can be looked for from that quarter.

REPORTER—Then, is there any hope of the Erie Company being able to meet its obligations?

Mr. JEWETT (sadly and frankly)—None that I can see. I am going to a meeting of the directors this evening to see what can be done.

REPORTER—Have you any other project in view to meet the obligations of the company?

Mr. JEWETT—None, whatever. The next regular meeting of the company would be in June, but I have, in justice to myself, and owing to the pressing necessities of the company, called a meeting of the directors for to-morrow.

SAFETY AT SEA.

THE TRIAL OF A NEW LIFE-SAVING SUIT IN THE LOWER BAY.

There was an exhibition of a life-saving apparatus in the Lower Bay yesterday. The event had been advertised to take place, "rain or shine," and those who might have feared that the heat would cause a postponement must have been more than happy to see the rain falling in torrents when the hour for the assembling at the Battery arrived. There was one thing, however, which had not been calculated upon. The enthusiasm of the lovers of science grew visibly less with each moment as they stood for a long and dreary hour upon the uncovered wharf at the Battery, waiting for the arrival of a steamer which had not been engaged until the very last moment and was consequently not ready for occupancy.

The steamer finally reached the lower bay, and the five individuals who were to try the suits rigged themselves in the rubber armor. The inventor made a long speech, in which he extolled the merits of the dress to about 200 invited guests. The three ladies, Mrs. Moore and her sister, Miss Baynor, and Miss Whitney, were brought forward and introduced to the critical audience. The ladies were then conducted to the cabin, where, after about twenty minutes work, the suits were donned and the entire party were conducted to the aft gangway by the inventor of the suit. Everybody was now ready and anxious for the plunge. Somebody counted "one, two, three." The "big one," or the inventor of the dress, got his courage up to the jumping point and went overboard. He lighted in the water feet foremost, and after disappearing a moment under the water rose with a very large mouth and a very wry face. The largest lady followed, struck on her back, doubled up. Meanwhile the other two ladies had been persuaded to leap overboard. The middle sized lady took a "header." There was a prodigious fulness in the slack portion of the breeches. For a moment that was the only portion of the person or the dress visible. The weights, of five pounds each, attached on the feet played sad havoc with the perpendicularity, and the head and arms were desperately ploughing the water in front. The "little one"—"only eleven years of age"—was a sweet natured cherub, and showed more real pluck than the rest of the party. She came to the surface quivering, but after gagging several times and swallowing some salt water she seemed to come to her senses. Then she was heard to sing, in a sweet and childlike voice:—

"Mother, may I go out to swim?"
"Yes, my darling daughter;
Unless you have a rubber dress
Don't go near the water."

This was regarded as exceedingly appropriate and timely, and elicited loud applause. The young man of the party had taken his ducking and was floundering about in the water. The entire party paddled about for twenty minutes, ate oranges and pretended to read a paper, after which they were dragged into the steamer and returned to the city.

The dress is a complete rubber-cloth envelope, which covers the entire body, excepting the hands and the face, and has several attachments, such as a life belt and an air pillow for the head to rest upon. It proved to be fully capable of sustaining a man's weight in the water.

THE BROADWAY FIRE.

LOSSES AND INSURANCES.

The complete list of the losses in the fire at No. 680 Broadway is as follows:—

Demarest & Co., carriage repository, $10,000; insured for $75,000. Alfonso & Co., artificial flowers, $15,000; insured for $60,000. Elias Hyman & Co., artificial flowers, $2,000. E. Lord, dyeing and scouring establishment, $300. The damage to the buildings is estimated at $5,000.

The following companies had risks on the stock of Alfonso & Co. to the amount set opposite their names:—Union, Texas, $4,000; Hibernian, Newark, $2,500; Traders', Chicago, $2,500; City of Providence, $2,500; Clay, Kentucky, $2,500; Standard, New Jersey, $2,000; Old Dominion, Richmond, $2,500; St. Louis, $5,000; Pennsylvania, $2,500; Amazon, Cincinnati, $7,500; Commercial, California, $3,500; Merchants', Cleveland, $2,500; Bangor, $2,500; Allemannia, $5,000; Prescott, Boston, $5,000; Kansas, $2,500.

THE WEATHER YESTERDAY.

The following record will show the changes in the temperature for the past twenty-four hours, in comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's Pharmacy, HERALD building:—

	1874.	1875.		1874.	1875.
3 A. M.	57	66	3:30 P. M.	61	67
6 A. M.	56	63	6 P. M.	65	68
9 A. M.	60	67	9 P. M.	62	66
12 M.	61	67	12 P. M.	58	64

Average temperature yesterday 65¾
Average temperature for corresponding date last year 60

MUSEUM OF NATURAL HISTORY.

The American Museum of Natural History had its opening reception of the season yesterday afternoon. The weather was very unpropitious and consequently there were but very few guests present. The people of New York are to raise the sum of $200,000 by taxation, to pay for the new fire-proof museum building which is going up in Central Park, near Eighth avenue, and $50,000 additional to clear and ornament the grounds about it. The entire building is to cost, when completed and fitted up during the coming fall, the sum of $500,000, all of which is to come from the public purse. Since the last reception a large number of very valuable specimens have been added to the Museum. A unique set of light mounted specimens of the extinct gigantic birds of New Zealand, known as the "Moa," is among the new curiosities in the department of ornithology.

Another rare addition has been added to the Museum by Mr. D. G. Elliott—more than eleven hundred skins of North American birds.

A very interesting collection of mounted heads of moose, buffalo and caribou, with skulls and antlers of many varieties of deer, has been presented to the Museum by the friends of the late well known artist, Mr. J. W. Hays. His fine painting of a herd of buffalo was also an acceptable feature which adorns the department assigned to specimens of the ruminating animals.

The mummies from the Columbia River, presented by Dr. J. Simms, and that from Alaska, by the Alaska Commercial Company, are mementoes of barbarous tribes which cannot fail to be interesting.

In the department of mineralogy there are additions in the shape of ten boxes of copper ores and three of iron ores from Lake Superior, presented by Mr. Samuel Sloan; and a collection of minerals from Professor A. C. Foote. A very desirable addition is the gift from Mr. Dodge of eight original copper-plate engravings of Audubon's birds of North America. The Museum has an offer of the Paleontological collection of Professor James Hall, of Albany, for the sum of $65,000. About $20,000 have been already subscribed.

Among the trustees present yesterday were the President, Mr. Robert L. Stuart, and Mrs. Stuart; Messrs. William A. Haines, Benjamin H. Field, Theodore Roosevelt, William T. Blodgett, D. Jackson Stuart and William E. Dodge, Jr.

A second reception will be held on Decoration Day, next Monday, from two to five P. M., when tickets issued for yesterday will be good. Misland cards of invitation will be duplicated on application to the Museum.

BROOKLYN'S WATER SUPPLY.

OPPOSITION TO THE NEW STORAGE RESERVOIR—MEETING OF PROMINENT CITIZENS LAST EVENING.

The Law, Water and Drainage committees of the Brooklyn Common Council met last evening at the City Hall to listen to the protests of property owners who are opposed to a further appropriation of city funds for the completion of the storage reservoir at Hempstead. Alderman Strong, acting Chairman of the Law Committee, presided. There was a very large attendance of wealthy and influential citizens, and the proceedings were characterized by great earnestness. Among those present were the Hon. S. B. Chittenden, A. A. Snow, Jeremiah P. Robinson, Samuel Hutchinson, A. B. Bayds, Samuel McLean, General Stewart L. Woodford, Hon. Henry C. Murphy, Henry C. Sheldon, ex-Register McLoughlin, President Palmer, of the Board of City Works, and others. The proceedings were opened by Alderman Strong, who stated the object of the meeting. He said the present Board of Aldermen had nothing to do with the legislation by which the construction of the reservoir was authorized and commenced. Plans had been adopted, and the original appropriation of $1,400,000 had been expended, and now an appropriation of $500,000 was asked to enlarge and complete the reservoir.

Mr. Samuel Hutchinson read a written protest against any enlargement of the work. The original plan was that the reservoir should hold 1,000,000,000 gallons, which would be sufficient even in a season of drought. Ex-Sheriff Campbell spoke briefly to the same effect. He was followed by A. A. Low, who remonstrated against the completion of the reservoir. He had had an unfavorable opinion of the project since the contract had been originally awarded, and looked upon it as a very injudicious one, the amount expended having exceeded the actual value received. He thought it inexpedient at present to press the completion of public works, unless unavoidable.

THE JERSEY WIFE MURDER.

AN INNOCENT CHILD'S PART IN THE BLOODY WORK.

The inquest on the body of Catharine Kehoe was commenced last evening at Brady's Morgue, Jersey City, before Coroner Lynch.

Mrs. Louisa Johnson, a colored woman and sister of the previous witness, testified:—I live in the same house with Kehoe; heard a noise in his apartments about seven o'clock on Friday evening; heard a fall as if some person had struck the floor; heard no more noise till about ten o'clock; she then gave some loud groans and made a strange noise such as I had never heard her make before; it seemed like some one struggling against death; thought she was dying from the racket she made; heard Kehoe say, "You damned b—h this will be the last of you to-night;" he also said, "I have been wanting to kill you long ago; I will make a sure thing of it now; the old b—h will never bother me again;" he called his little boy to get him some water, saying, "Get some water and wash her off;" the boy said, "Papa, what is the matter with my mamma?" Kehoe answered, "Nothing, she's drunk again;" the little boy continued to bring in water; heard him ask his mother if she felt better and she answered "No;" heard her say, "Pete, take off my old shoes;" she then gave some very loud groans; a few seconds afterward she gave a very weak groan; I judged she was pretty nearly gone; heard no more from her then; the little boy said, "Papa, is my mamma asleep?" he answered that she was; Kehoe then said, "Kate, are you asleep? damn you get up and nurse that child;" she did not answer; Kehoe said to his boy, "Rock the baby, she can't take care of it any more;" the little boy rocked the baby a few minutes, and Kehoe then said to the boy, "We'll take off her clothes and put her into bed;" he told the boy to take hold of her feet; then heard a dragging from the lounge over to the bedroom, and heard the tearing of clothes; this continued about ten minutes; Kehoe then told the boy to go down and bring him up a pail of water; when the boy came down I asked him what was the matter with his mother, and he said "Nothing, father has been beating her;" a few minutes afterward Kehoe came down, and I asked him what was the matter with his wife, and he said, "Kate is dead; you all go up and see her;" I said to him, "You have killed Mrs. Kehoe;" and he said, "No, she fell off the lounge and off the bed, and now she is dead;" he said the baby also fell out of the bed and was dying too; saw Kehoe bring down a pail with clothes in it and set it under the hydrant; Kehoe and his wife were in the habit of quarrelling; she was sober on the day of her death and was playing with my baby that evening.

County Physician Stout testified that he found a contused wound at the base of the skull and that death ensued from compression of the brain; he also found several marks and bruises on different parts of the body.

The inquest was then adjourned till this evening. Kehoe became so unmanageable in the County Jail yesterday that he was fastened down in his cell.

A JERSEY RAILROAD OUTRAGE.

A PASSENGER'S SKULL FRACTURED BY A CONDUCTOR.

At half-past twelve o'clock yesterday morning two men were taken in custody by policemen at the Pennsylvania Railroad depot, in Jersey City, and conveyed to the First precinct station, on the complaint of a conductor named William Johnson. One of the men, named John Saunders, a resident of No. 237 East Forty-second street, New York, presented a pitiable spectacle, his skull being fractured by a blow from a heavy billet of wood in the hands of the conductor. Blood streamed down his face till his clothes were saturated. The other man, John Flynn, of No. 324 East Eleventh street, New York, fared better, though he had to wage a desperate fight against the conductor, baggage master and brakeman. A HERALD reporter was in the police station when the men entered, and they stated their case as follows:—When they reached the railroad depot at Newark the train was ready to move out and they had not time to purchase tickets. When the train reached the meadows the conductor came along and demanded their tickets. The men replied they had none and stated the reason. The conductor then ordered them to leave the car and they refused. He then dragged Saunders into the baggage car, where he was collared by two brakesmen and thrown off the platform. He held on, however, and had gained the platform when, he alleges, the conductor struck him a fearful blow on the left temple with the billet of wood, which was produced at the police station. Flynn states that, out for the assistance he rendered Saunders the latter would have been murdered. Yet the conductor was allowed to depart and the two passengers were held. They were brought before Justice Davis yesterday morning and were discharged. Two members of the Grand Jury called upon the Justice with the view of having the injured man appear and make complaint, so that justice might be meted out to the insolent employé of the Pennsylvania Railroad. It will be remembered that a few years ago a poor man named Lane was put off a train in the darkness of night, by Conductor James Parker, at the Hackensack Bridge, and the unfortunate man, in trying to find his way off the bridge, fell into the river and was drowned. The Grand Jury now in session are determined to make a few examples, so that the railroad employés may be more respectful to the public. Saunders will be summoned this forenoon to appear against Johnson. The Grand Jury have also under consideration the conduct of the employés at the ferry who assaulted passengers after they had paid their fare.

THE INTERCOLLEGIATE ATHLETIC MEETING AT SARATOGA.

Through the courtesy of William H. Eustis, of Saratoga, we are able to lay before our readers the programme for the annual athletic meeting of our students at Saratoga, Thursday, July 15, the next day after that of the University boat race, is the time fixed upon, and should the latter be delayed, as last year, these races will, of course, go over till the day after it is rowed, so as to permit the rowers themselves to take part. These sports will be conducted under the auspices of the Saratoga Rowing Association. Ten races are arranged for, eight of which will be open to undergraduates of the fourteen different colleges represented in the rowing races, and the other two to graduates of the same, men graduating this year being, as in the boat races, eligible for the undergraduate contests. The entire day will be devoted to the sport, which will be arranged about as follows:—

MORNING,
commencing at ten o'clock.
First—One mile running race.
Second—Three mile walking race.
Third—100 yard dash.
Fourth—seven mile walking race.

AFTERNOON,
commencing at half-past three.
Fifth—Half mile running race.
Sixth—One mile walking race.
Seventh—Two mile running race.
Eighth—120 yard hurdle race; ten hurdles, each three feet six inches high.
Ninth—Two mile running race (graduate).
Tenth—Seven mile walking race (graduate).

The pretty little half-mile track at Glen Mitchell has been selected for the contest. It has passed into new hands and is being put in excellent order. The prizes will be beautiful and appropriate, and will aggregate in value from $2,000 to $3,000. No entry fee will be charged, the association wishing in every way to meet the students' wishes as far as possible. It is desired that all entries be made at an early day to William H. Eustis, of the committee, at Saratoga Springs, N. Y., and that all communications seeking further information be directed to him. A committee chosen from the various colleges will probably co-operate with the association, and do all that may be necessary to render the whole affair, what it already gives flattering promise to become, an even more interesting spectacle than the great boat race itself. It may be added, that should the graduates or undergraduates of other colleges than the fourteen above referred to wish to take part, if they will indicate their desires to Mr. Eustis they will be duly considered.

PROFESSOR ADLER'S LECTURE.

Professor Felix Adler, of Cornell University, delivered a very interesting and instructive address on "The Influence of the Physical Geography of Palestine on Hebrew Thought," before the American Geographical Society, at Association Hall, last evening. The land of the Hebrews is a peculiar land, even as Israel was a peculiar people, said the speaker. Since Palestine is a land set apart by itself, condemned to solitude by barriers which nature herself has set up, the speaker argued that its inhabitants, isolated from their fellow men, are thrown entirely upon their resources, and thus acquire a certain hardness of character, an aristocratic pride of race, a strong sense of superiority, which continually challenges the hatred of mankind and at the same time lends them such coherency that all the world's hate is powerless to crush them.

Whenever an extraordinary mind, a genius of unique powers, appears among men he finds solitude to be the essential condition for the growth and perfecting of his separate self. The genius of the Hebrew people needed solitude, for their mission was to break loose from the traditions of the world and to produce a system of religious thought at variance with all the collected wisdom and the cherished belief of antiquity. The size of Palestine, as in the case of Greece, is hardly commensurate with its importance. The whole country from Dan to Beersheba is only 180 miles in length and 50 in breadth, and yet, within this small territory, what diversity of character! The realm of Judæa is a land where the thought of men would dwell upon the infinite in its gravest, grandest, gloomiest forms. The imagination, fired by the strong, rich wine that grows around, winged its way upward on the wild strains of passionate music that re-echoed in these vales. It burst forth in eloquent song; it gave birth to the majestic rythmic measures of the psalms and hymns of Scripture and filled them with the symbols of its soundings.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
Russia	May 26.	Liverpool	4 Bowling Green
Frisia	May 27.	Hamburg	61 Broadway
P 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
Nebraska	May 29.	Glasgow	7 Bowling Green
Wyoming	June 1.	Liverpool	29 Broadway.
Bothnia	June 1.	Liverpool	Bowling Green
State of Indiana	June 2.	Glasgow	72 Broadway.
Canada	June 2.	London	69 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
Elysia	June 5.	Glasgow	7 Bowling Green
Abyssinia	June 5.	Liverpool	4 Bowling Green
Pommerania	June 10.	Hamburg	61 Broadway.
Maas	June 10.	Rotterdam	50 Broadway.
Gallia	June 12.	Liverpool	15 Broadway.
City of Paris	June 12.	Liverpool	69 Broadway.
Spain	June 12.	Havre	55 Broadway
Pereire	June 12.	Bremen	2 Bowling Green
Donau	June 12.	Liverpool	29 Broadway.
Idaho	June 17.	Liverpool	4 Bowling Green
Baltic	June 19.	Liverpool	69 Broadway.
Algeria	June 19.	Liverpool	4 Bowling Green
State of Georgia	June 19.	Glasgow	72 Broadway.
Gellert	June 17.	Hamburg	61 Broadway
Celtic	June 19.	Liverpool	19 Broadway
City of Berlin	June 19.	Liverpool	29 Broadway.
Main	June 24.	Bremen	2 Bowling Green
Republic	June 26.	Liverpool	19 Broadway.
City of Richmond	June 26.	Liverpool	19 Broadway.
France	June 26.	Havre	55 Broadway
State of Pennsylvania	June 30.	Glasgow	72 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 35		Gov. Island	eve 12 44
Sun sets	7 19		Sandy Hook	morn 11 59
Moon rises	morn 12 01		Hell Gate	eve 2 29

PORT OF NEW YORK, MAY 25, 1875.

CLEARED.

Steamer Russia (Br), Cook, Liverpool via Queenstown—C G Francklyn.
Steamer Old Dominion, Walker, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamer Ann Eliza, Richards, Philadelphia—James Hand.
Steamer Beverly, Pierce, Philadelphia—James Hand.
Steamer Mayflower, Fuits, Philadelphia—James Hand.
Steamer Glaucus, Bearse, Boston—B F Dimock.
Bark Robert Kelly, Kineman, Hogo and Yokohama—Salter & Livermore.
Bark Boomerang (Br), Wambash, Liverpool—Miller & Houghton.
Bark Montevideo (Fr), Metaire, Havre—Boyd & Hincken.
Bark Confidentia (Ger), Kolling, Cape Town, CGH—Funch, Edye & Co.
Bark R W Griffiths (Br), Drummond, Matanzas—Jas E Ward & Co.
Bark Whitehall (Br), Caldwell, Halifax, NS—J F Whitney & Co.
Brig Michelina (Ital), Esposito, Bristol, E—A P Agresta.
Schr Mary B Dyer, Oliver, Cat Island, Bah—B J Wenberg.
Schr Susie Prescott (Br), Douglass, St John, NB—Jed Frye & Co.
Schr U B Smith, Smith, Jacksonville—Warren Ray.
Schr John Ross, Allen, Philadelphia—Overton & Hawkins.
Schr R M Atwood, Herrick, Deer Isle—B J Wenberg.
Schr Amelia F Cobb, Baker, Wellfleet, Mass—B J Wenberg.
Schr Nete, Ackley, Boston—Wilson Godfrey.
Schr Sparkle, Bartlett, Providence—H W Jackson & Co.
Schr A A Baker, Murray, New Haven—Rackett & Bro.

ARRIVALS.

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

Steamer Acapulco, Gray, Aspinwall May 16, with mdse and passengers to the Pacific Mail Steamship Co. Detained outside on account of fog.
Steamer Champion, Lockwood, Charleston May 12, with mdse and passengers to J W Quintard & Co.
Ship Samuel Watts, Lermond, Leone Feb 4. Detained outside on account of fog.
Bark Luisa Bruno (Ital), Russo, Valencia 49 days, in ballast to John G Seager. Passed Gibraltar April 16.
Brig Christine (of Montreal), Thompson, Cienfuegos 19 days, with sugar to Jova, Terry & Co. Is detained outside on account of fog.
Schr W A Low, Pierce, Virginia.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer City of New Bedford, Fish, New Bedford for New York, with mdse and passengers.
Steamer Galatea, Walden, Providence for New York, with mdse and passengers.
Brig Crescent (Br), Faulkner, Windsor, NS, for New York, 14 days, with plaster to J F Whitney & Co.
Schr G L Dabell, Hackett, St George for New York, with fish to H C Rogers & Co.
Schr Amoy, Knapp, Newport for New York, with fish to Rogers & Edwards.
Schr Modesty, Nickerson, Plymouth for New York.
Schr Abner Taylor, Taylor, Bangor for New York, with lumber to order.
Schr Boston, Nickerson, Boston for New York.
Schr G W Cummings, Clark, Providence for New York.
Schr Wave, Bingham, New Haven for New York.
Schr Ceres, Smith, City Island for New York.
Schr Charles P Stickney, Mathews, Newport for New York.
Schr James Diverty, Carroll, Norwich for New York.
Schr Ella, Harrigan, City Island for New York.
Schr Alaska, Clark, Boston for New York.
Schr Nimena, Thompson, Newburyport for New York.
Schr Ontario, Burdick, Fall River for New York.
Schr Susan F Moss, Campbell, New Haven for New York.
Schr Sarah Jane, Lynch, New Haven for New York.

SAILED.

Steamers Great Western (Br), for Bristol; Old Dominion, Richmond, &c; schr Hattie Haskell, San Blas.

MARITIME MISCELLANY.

☞ See cable news.

SHIP BAYARD (Br), Heard, at San Francisco May 17 from Newcastle, NSW, on the 13th of March, off north end of New Zealand, had a heavy gale from NW, lasting 5 days, during which shifted cargo.

BARK HERMON (Br), Mann, at San Francisco May 17 from Hong Kong, had bulwarks stove and decks swept.

BARK HESPERUS (Br), Adams, from St Marys, Ga, for Montevideo (before reported), was abandoned March 21, lat 37 04 N, lon 57 30 W. The crew were rescued by bark Lepanto, Mears, from New York for Sydney, NSW, and transferred on the 30th to a vessel which landed them at Havre.

BRIG ORIENT, which was ashore at Shoalwater Bay, has been towed back to Oysterville, where she will be beached, the lumber discharged, and the hull undergo the necessary repairs.

SCHR BRAINARD, Buell, at Providence 22d inst from Philadelphia, reports:—20th inst, about 6 PM, a seaman, a native of Holland, and who shipped on the 2d of May in New York, was knocked overboard by the mainsheet, which got loose, and sank before a boat, which was lowered could, reach him. Three others had a narrow escape from being knocked overboard at the same time.

SCHR A S WILEY, Hickman, from New York, at Nassau on the 11th inst, lost foremast and maintopmast on the passage.

SCHR YACHT BONITA was sold at Providence 24th inst to Mr C D Lord for $1253, subject to a mortgage.

SCHR CURTIS AKERLY (3 masts) is the name of the vessel launched at Claremont, Va, 19th inst.

HALIFAX, May 26—Steamer Newfoundland, from St Johns, NF, arrived to-day. The weather there was fine, business was flourishing and there was a large quantity of shipping in the harbor. The fishermen are preparing for summer work. Sailing vessels have not been generally successful at the seal fishing, but the steamers had a good catch.

The French bark Clementine has been libelled in the Admiralty Court, at the instance of the owners of the schr J O Friend, of Gloucester, which was sunk by a collision with her.

LONDON, May 24—Brig Katahdin, Harlow, from Rio Janeiro for Hampton Roads, put into St Thomas in a leaky condition, and with loss of foremast.

QUEBEC, May 25—The latest news from Cape Chatte and Matane is that the ships Rising Sun and Earl of Elgin will have to be discharged and floated off.

Ship Norge is being stripped.

Steamer Chesapeake will probably float to-day and arrive here to-morrow night.

Ship Lake Michigan passed Bic, outward bound, Sunday night. She was the first outward bound ship passing Bic this season.

Steamer Anglesea at this port yesterday, reports ships Advance and Czar, off St Denis, inward bound.

The captain of the ship Harding, now at this port, states that his vessel was one of the two ships lately reported ashore on the Island of Anticosti. The other ship, the Grant's Causway, is still ashore, and was being stripped, at Father Point.

SHIPBUILDING—Messrs Brown & Hodgkins, of Bath, Me, have commenced putting up a large ship on Birch Point in Wiscasset.

Chas Morris & Co, of Damariscotta, have commenced work on a large ship in that place.

A new ship has been commenced at Damariscotta by Mr D B Metcalf.

A R Reed & Co, of Waldoboro, have laid the keel of a 1400 ton ship.

The frame of Bean & Coombs' new 3-masted vessel is all up in Camden.

LAUNCHED—At Hodgdon's Mills, Boothbay, May 13 and 17th, by Wm Adams & Sons, two steamers, owned by Geo W Miller & Co and Towles, Foote & Co, of Connecticut. They are intended for the porgy fishery, and will be towed to Portland to receive their machinery.

At Essex, May 22, from the shipyard of Wm H & Daniel A Burnham, a finely modelled schooner of 105 tons, owned by James G Tarr, of Gloucester, and designed for the fishing business.

NOTICE TO MARINERS.

WASHINGTON, May 25, 1875.

FOG BELLS AT THE MISSISSIPPI DELTA.

Notice is hereby given that on and after this date there will be sounded during thick and foggy weather at Horn Island light station, La, a fog bell struck by machinery. The bell is located on the east gallery of the lighthouse.

Notice is also given that during thick and foggy weather there will be sounded at the head of the Passes light station, a fog bell struck by machinery giving two blows and one blow at alternate intervals of 10 and 20 seconds. The bell tower is located immediately in front of the lighthouse.

CALIFORNIA—DISCOVERY OF A SUNKEN ROCK.

Mr. Gershom Bradford, Assistant United States Coast Survey, reports the discovery, inside of Blunt's Reef, off Cape Mendocino, California, of a sunken rock, with six feet on it at mean low water. There is no kelp about it and the summit is only from two to three feet in diameter, the soundings almost instantaneously deepening to nine and fifteen fathoms on all sides. The rock lies 1 7-10 miles SW ¾ W from the lighthouse on Cape Mendocino. The ranges are:—be centre of the southern slope of Sugar Loaf Rock (half way between summit and base) on with the lighthouse and the point of land at Centreville, half way between a small rock inside of False Cape Rock and the point of land at False Cape, which latter is on with the outer edge of the woods at the point of land at Centreville. The character of the danger with others already established, and the possibility that more may exist, renders the navigation between Blunt's Reef and Cape Mendocino extremely hazardous, and should not be attempted unless in charge of a skilful local pilot. Vessels bound around Cape Mendocino should pass two miles to the westward of Blunt's Reef. The dangers of Cape Mendocino are characteristic of several points on the coasts of California and Oregon, and until full surveys are made and sailing directions given vessels should not attempt a passage inside of the outlying rocks, and should give the latter a wide berth.

WEST INDIES—JAMAICA—MARKS IN THE CHANNELS LEADING TO KINGSTON HARBOR.

With reference to Notice to Mariners No 33, 1875, on the alteration in the buoyage of Port Royal, the following further information relative to the piles and buoys marking the channels leading to Kingston harbor has been received.

The piles on the north and south sides of the Narrows are placed in 3 fathoms water, and the buoys in 5 fathoms. Those objects on the north side are painted in red and white vertical stripes, and those on the south side red.

SOUTH SIDE, RED.

Currie's Gate pile, on the western edge of the shoal extending from Gallows Point, is 20 feet above water and surmounted by a barrel; it bears S ¾ W, distant 1800 yards from Fort Augusta light.

Two Sisters pile is placed s by E ½ E, 720 yards from Fort Augusta light; it is 20 feet high and surmounted by a triangle, base downward.

Sphinx pile is SE ½ E, 620 yards from Fort Augusta light.

Mammel pile is E SE ½ E, 700 yards from Fort Augusta light.

West Horseshoe pile is E ½ S, 1,360 yards from Fort Augusta light.

The last three piles are surmounted by right angled triangles with the base upward.

East Horseshoe pile is E ¼ S, 1,640 yards from Fort Augusta light; it is surmounted by a globe and is 20 feet above water.

NORTH SIDE, RED AND WHITE VERTICAL STRIPES.

Burial Ground pile, opposite Two Sisters pile, is S by W, due yards from Fort Augusta light; it is surmounted by a triangle, base upward.

St Alban's pile is E, 560 yards from Fort Augusta light; it is surmounted by a square.

Greenwich House pile is NW, 880 yards from Greenwich House, and is surmounted by a cross.

The fourth and last pile on the north side is about three-quarters of a mile west of the town of Kingston, in 14 feet of water, and is surmounted by a St Andrew's cross.

For the safety of vessels of heavy draught, two buoys have been moored on the south side in 5 fathoms water, viz:—

Narrows buoy, off and between the Sphinx and Mammel piles, bears from Fort Augusta light NoE, distant 580 yards.

Middle Ground buoy bears from Fort Augusta light E ½ S, distant 1¼ miles.

And on the north side of the channel one buoy in 5 fathoms, viz:—

Hunt Bay buoy, east of St Alban's pile, bears from Fort Augusta light E ¾ N, distant 820 yards.

Note—The buoy of which notice was given that it would be placed near Drunkenman's reef, entrance of Port Royal, has been placed in position. It is painted red, and lies in 6 fathoms NW by N, distant a quarter of a mile from the cay.

Bearings magnetic. Variation, 3 deg 45 min easterly in 1875.

NEW BANK NEAR THE SOUTHWEST POINT OF TRINIDAD ISLAND, LITTLE ANTILLES.

Capt F Chardonneau reports the existence of a new sand bank near the southwest point of Trinidad Island, on which the Transatlantic Company's steamer Cacique touched in February, 1875.

The bank is situated on the following bearings, viz:—

West Gallos Rock, ENE; Tracos Point, S ¾ E.

When the Cacique touched she drew 12 feet 2 inches aft.

Bearings are magnetic. Variation, 3 deg easterly in 1875.

LIGHT ON LOS ROQUES, VENEZUELA.

A lighthouse has been completed upon the second hill from the east end of the El Roques, the NE part of a group called Los Roques. The light stands in lat 11 55 N, lon 66 45 30 W of Greenwich; is of the second order; revolving once per minute, showing a bright flash, and can be seen on clear nights 20 to 22 nautical miles.

The tower is of iron, four large columns. The hill is 150 feet high, masonry 10 feet, columns 40 feet and the length above them 10 feet—total elevation 210 feet (English). The platform, with railing, is 20 feet diameter, and upon this the light stands, having a large unit and dart upon it, and can be seen on a clear day from 18 to 20 miles, s f around the compass.

Vessels coming from the N or NE, bound W, should not bring the light to bear to the N of it by N until they are well to the W of the Northern Keys which bear from the light W ¾ W, distant 6 miles, and the extreme northern point of the French Keys bear NE, by N from the light, distance 3 miles. From here the dangerous reef commences, running in a circular form SE for 12 miles, with two passages between them, but should not be attempted except in day time. The bearings are per compass (magnetic), variation 2 30 deg E.

SAILING DIRECTIONS FOR PORTO CABELLO (VENEZUELA).

Notice is given that ships entering Porto Cabello must not, as often happens, keep close to Fort Libertador, where the water is shallow, but must give it a berth of at least 100 to 120 yards.

Masters are also advised that a direct entering is against the rules and subject to a fine; vessels must remain outside until boarded by the Custom House officers.

BALTIC SEA—COAST OF EAST PRUSSIA—ERECTION OF TWO BEACONS ON THE CURISCHE NEHRUNG, NEAR MEMEL.

The administration of the province of east Prussia has given notice of the erection in the last year of two beacons three miles south of Memel, between Memel and Schwarzort, on the Curische Nehrung. They stand at the distance of 600 yards from each other, bearing from each other N ¾W and s SE and marking, when brought in line, the two-fathom channel between the banks Barenkopischer Haken and the extension of the bank Schweinerscken in the Haff.

The beacons are located on the slope of the Nehrung toward the Haff, in the vicinity of Barenkopf hill, op