COLUMBIAN UNIVERSITY.

COMMENCEMENT EXERCISES OF HER LAW DEPARTMENT.

WASHINGTON, June 9, 1875.

The Commencement exercises of the Law Department of Columbian University of Washington for the year ending June 9, 1875, was something more than the ordinary routine of class commencements. The National Theatre never in its palmiest days had such an audience within its walls. Tragedy and comedy were alike depicted on the stage. Bancroft, the historian; Corcoran, the banker; Henry, the scientist; Johnson, the statesman; Merrick, the lawyer; Frazer, the jurist; Myer, the meteorologist, with the Justices of the Supreme Court, Court of Claims and District Court, made up a surrounding not usually seen in any group, while the President of the University, Dr. James C. Welling, in his silken gown, was the embodiment of dignity in the midst of the distinguished members of the District Bar. The audience was more than brilliant.

THE DEGREES

were conferred by President Welling, and, after the grand fantasia from "Lucretia Borgia," President Welling announced that the address to the graduates and awarding of prizes would be made by one whom all would unite in respecting as the Nestor of the American Bar. As Reverdy Johnson came forward, literally in the midst of the garden of flowers, he was received with prolonged applause, and, resting his right hand on a table burdened with exotics, he addressed his remarks to the graduating class.

ADDRESS OF REVERDY JOHNSON.

He was a patriarch among children. Alluding to the fact that for sixty years he had been a practitioner at the Bar, he thought he might say something that would animate or encourge the young men in their future career. He spoke of the dignity of lawyers, of law as a profession, its importance to society and how much rested upon the solid, stable character of the men who entered upon the practice of law. His advice was not to read too many books. The Psalmist did not know, as we now know, that much study is weariness of the flesh and of making books there is no end, but there were some books they could read with profit and by mastering their contents proof by them. He alluded to Lytton Bulwer as an illustration of what a man could write who read but few books and studied nature. He cautioned the graduates against despondency if they did not win their

FIRST CASE BEFORE A JURY

or court, for such misfortunes come unto all, and cited the fact that in 1815, in Prince George's county, Maryland, he thought he had prepared the most exhaustive plea for a poor client that could be made, and found his mistake in a flood of tears. His mortification then only strengthened his determination to conquer his chagrin in future efforts, and he thought to a certain degree he had done so.

This allusion was received with tumultuous applause, the graduates recognizing it as a first lesson in courage.

Mr. Joansen followed with cautions against indulging in citations from classic authority, especially the Latin, unless the advocate was certain of his words, and advised them not to affect gestures which he had seen among members of the Bar, even those who practise before the Supreme Court, who shake their left hand nervously in the face of the Court, because Rufus Choate did so, who was famed as a great lawyer. He warned them against plagiarism, imagination and affectation, and advised them to be true to themselves; to realize that the works of nature were the works of Him who is a law unto Himself, and that revelation was

THE HANDMAID OF LAW.

The address of the venerable statesman was received with great applause, and, after conferring the prizes, the walls of flowers on either side of the stage were distributed among the graduates, and one of the most interesting law commencements ever held in Washington ended in the sweetest of music from the Marine Band.

THE BROOKLYN TRAGEDY.

CONDITION OF THE VICTIM OF THE DESPERATE BURGLAR—ACTIVITY OF THE POLICE.

The excitement in East Brooklyn consequent upon the burglary and attempted assassination at the residence of Mr. Aaron Shute, No. 469 Tompkins avenue, continues unabated. An indication of the effect of the tragedy upon the public mind is furnished by the fact that since the occurrence there has been a great demand for firearms at the gun stores, recalling the Panormo murder, which produced a like excitement and a similar demand for weapons by the alarmed citizens. Mr. Shute was still alive yesterday, and his condition was so much improved that the physicians in attendance entertain some hopes of his ultimate recovery. The second shot fired by the burglar, which was supposed to have lodged in his forehead near the eye, was subsequently found on the stairway. It is, however, very doubtful whether Mr. Shute will survive his injuries. In the event of his life being preserved he will always carry the marks of violence inflicted during the encounter with the desperate burglar. The second shot from the robber's revolver severed the nerves of the right eye, destroying the sight. Many sympathizing friends called on Mr. Shute yesterday and inquired anxiously about his condition.

The police force are making strenuous efforts to effect the capture of the housebreaker, working in perfect accord and with an evident unwillingness to permit this startling outrage to be added to the long list of mysterious tragedies which have given an unpleasant notoriety to the City of Churches. They are not discouraged by the slender clew to the desperado, which as yet consists only of the amethyst sleeve button and the burglar's implements, which were found in the house, and Mrs. Shute's description of the man. Two young men, named Thomas Ferris and William H. Waters, were taken into custody yesterday on suspicion of complicity in the crime, but on proving their innocence were released. Detective Leavey is working on the theory that the two men who called at a Fulton street drug store early on Tuesday morning to have their wounds dressed were concerned in the case. They are believed to have fled to New York. The general idea is, however, that the burglar retreated past the city limits and escaped out on Long Island. Upon this supposition two detectives were detailed from the Brooklyn Central Office to go to Jamaica, where they are looking for a tramp who applied to a watchman in that village for lodgings on Tuesday night, but being offered a room in the jail refused and went away.

WILLIAM DOLAN'S MURDER.

Coroner Nolan yesterday began, at the Fourth District Court House, Brooklyn, an inquest into the death of William Dolan, who was stabbed by Peter Boyd, on the 22d of May, and died in the hospital on the 31 inst. Ten or twelve witnesses were examined, their testimony going to show apparent premeditation on the part of young Boyd and an intention, at the mildest, to inflict severe personal injury on Dolan. The evidence was substantially that on the evening of May 22, while sitting at his door with a friend, Dolan was accosted by Boyd, who approached with a number of companions, and accused him of having used vile epithets in reference to the sister of Boyd. Dolan replied that he did not know the sister and had made no offensive allusion to her. This was corroborated by the person to whom Boyd referred as his source of information. Still Boyd expressed himself as "determined to have satisfaction." He went away, but soon returned and renewed his wordy quarrel with Dolan, who at length clenched him. Boyd's associates came to his assistance, and, during the fussic, he cut his antagonist twice with a pocketknife, severing his ear with one blow and piercing the right lung with the other. This last wound caused Dolan's death. The inquest will be continued to-morrow.

MASTER CAR BUILDERS' CONVENTION.

Yesterday morning about one hundred master car builders, representing as many companies, who own or control railways in every part of the United States, from Maine to Oregon, met in convention at the Grand Central Hotel. It was the ninth annual Convention of this important body, and one of the most important ever held in the country. The chairman who presided at the Convention's sessions was Mr. Leander Ousey, of the New York Central, and who is president of the association. Mr. C. A. Smith was the Secretary of the Convention. A large room of the main corridor of the hotel on the second door was placed at the disposal of the railroad men, and the plans and models of different improvements suggested were placed at the back of the rostrum in readiness for examination. The car builders are a very punctual body of men when they meet for business, and at half-past nine o'clock, with proverbial railroad punctuality, the members were all at work. Since the organization of the Master Car Builders' Association it has borne on its rolls about 250 of the most prominent car builders in the country, and its purpose is to enable its members to exchange information with regard to the best mode of constructing and repairing railway cars of various patterns. The members consist of master car builders and foremen of railway car shops whose names may be presented by their superior officers and railway superintendents, and also one representative from each car manufacturing company. The sessions yesterday lasted from half-past nine o'clock in the morning until half-past one o'clock in the afternoon when, under the leadership of Colonel Crockett, the party went to lunch. The afternoon session lasted from half-past three o'clock until half-past five. The committees on different subjects reported at length, and there was quite an animated discussion on several topics handed in by committees; but as yet the Convention was not quite settled down to work, a number of its members not yet having reached the city.

OBITUARY.

JOSEPH ALBERTSON.

Rapidly the veterans of the war of 1812, who answered the urgent call of the country to resist the insolent encroachments of Great Britain upon the rights of our young nation, are passing away, and in a few years the thin blue line of their once strong and still proud organization will have faded out from our annual Independence Day parade. One of their number, Joseph Albertson, died on the 8th inst., in the eighty-third year of his age. He was born at Newburg, Orange county, from which place he removed to this city some thirty years ago. He was a long time in the employ of A. B. & D. Sands, druggists, at the corner of William and Fulton streets, and enjoyed the respect and esteem of a large circle of acquaintances. Mr. Albertson was a member of Rev. Dr. Burchard's Presbyterian church. A large family of children and grandchildren remain to mourn the departure of their patriarch from earthly scenes.

LUCIUS B. WELLS.

Lucius B. Wells, whose death, in his thirty-ninth year, occurred on the 2d inst. at Los Angeles, Cal., was a well known lawyer of this city, and was born at Holland Patent, Oneida county, N. Y. He was a man of liberal education, having prepared for college at Fairfield and graduated at Union College in 1861. After pursuing the usual course of study at the Harvard Law School he commenced the practice of his profession in this city in 1863. He was very highly esteemed by members of his profession, and gave promise of more than ordinary success, when failing health compelled him to abandon his work. For the past three years he has spent much of his time in the more genial climates of the South and West in the hope of recovering his health, but without avail. The knowledge of his death will bring sorrow to the hearts of his many friends in this city.

REV. LEWIS P. W. BALCH, D. D.

A death has just occurred which will be deeply regretted by many of our best citizens. Rev. Lewis P. W. Balch, born at Lewisburg, Va., in 1814, was three years at West Point, and subsequently at Princeton. Ordained deacon in the Protestant Episcopal Church by Bishop White, not long before his death, he became rector of St. Andrew's, Philadelphia, and in 1847 rector of St. Bartholomew's, in this city, where he was greatly esteemed by his parishioners for his faithfulness, learning and eloquence, and by all with whom he came in contact for his amiability and geniality. After some years' residence here he became rector of Christ church, Baltimore, and subsequently resided at Newport, R. I., Bristol, R. I., and Middletown, Conn. Afterward he was made President of Helmuth College and Archdeacon of Kent, in Canada. Last November he became rector of Grace church, Detroit, where he died on Friday last. For thirteen years he was secretary of the House of Bishops. He received during his life thirty-four calls to different parishes throughout the country, showing how widely extended was his reputation as a faithful clergyman and eloquent preacher.

EDMUND M. KLINE.

Edmund M. Kline, one of the editors and proprietors of the Lancaster (Pa.) *Daily* and *Weekly Examiner*, died at Lancaster, of heart disease, yesterday morning, 9th inst.

THOMAS H. SELBY.

Ex-Mayor Thomas H. Selby, of San Francisco, died in that city yesterday evening, to the great regret of a numerous circle of friends.

ABBE ARTRU, CURE OF THE CROIX ROUSSE AT LYONS.

[From Galignani's Messenger, May 28.]

A telegram has announced the death of the Abbé Artru, Curé of the Croix Rousse at Lyons. That venerable ecclesiastic had been decorated by Napoleon III. himself under the following circumstances:—When the Emperor visited the capital of the Rhone, in 1860, he had heard the quarter in question described in such unfavorable terms that he hesitated a little about going there. And as he was speaking on the subject with the Prefect, an old Lyonnese functionary present at the interview said:—"Sire, if you wish to be applauded by the Croix Rousse, nothing is more easy; you have only to decorate, *coram populo*, M. Artru, the Curé." "Good," replied Napoleon III., and he immediately drove to that parish. An immense crowd filled the large square and occupied the windows and roofs of the houses looking at the clergy waiting for His Majesty. As soon as the Emperor saw M. Artru he alighted, and taking off his own cross he placed it on the breast of the worthy ecclesiastic. The effect was immediate, as a thunder of applause broke out, followed by cries of "*Vive l'Empereur!*" "*Vive M. Artru!*"

EXIT MINNECONJOU.

MARCH OF THE SIOUX BRAVES TOWARD SUNSET.

The aborigines of the Minneconjou tribe of the Sioux Nation, having finally left the city, are now on their path toward the "setting sun." Their way is past the Falls of Niagara, where they will stay for a time to have whatever of æsthetic is latent in their natures roused by a sight of the grand cataract. It is not at all likely that much will be developed, however. After leaving the Falls the "braves" and their conductors will go on to Chicago, in which city they will remain saying "how" to the inhabitants and making themselves comfortable in a hotel and expensive to the owners of the stores they may visit after their own peculiar manner.

The last day of the stay of Lone Horn, Bull Eagle, Rattling Rib, Red Skirt, White Swan, Long Man Dab, The Charger, and the Duck, was spent in visiting stores wherein they exercised their adaptive and adoptive faculties. They were accompanied in their tour by Interpreter Fielder, Buffalo Bill, Donald McKay and a party of the Warm Spring Indians. The principal places which the party visited were a jewelry store and a gun establishment. At the former place they appreciated numerous costly trifles, some of which were presented to them. Each Indian was given a gold pencil and a watch chain. These will probably purchase a goodly quantity of "fire water" at the agency on the distant Plains, if not sooner at the Falls or in Chicago. At Remington's the Indians were each presented with an article which will not speedily be trifled away—a rifle. In the expression of his flattered feelings each Indian gave the interpreter the evidences of his best oratorical ability and the graphic, but expressive remarks were rendered into redundant English for the benefit of the "pale faces." The rifles were handled with care by the "braves," and no "pale face" was killed in the store nor on the way to the hotel. The Minneconjous left here on the seven o'clock train last evening.

MUSICAL AND DRAMATIC NOTES.

A rumor is afloat that Central Park Garden closes on Monday next.

Miss Emma Thursby is now the representative soprano of America in this city.

Mme. Brignoli has been for Sundays past the most attractive feature of the choir of St. Stephen's church.

The new cascade of Gilmore's magnificent concert garden is almost completed. It will prove one of the grandest effects of the season.

Max Maretzek is still pursuing his course of training American singers for the Italian opera stage. So far he has been eminently successful.

A number of representatives of the Garde Republicaine Band of Paris are shortly expected in this city to join Gilmore's Band at the new Hippodrome Garden.

London critics are still in a quandary about Wagner's "Lohengrin." They are evidently prejudiced against the composer and the manifest detriment of art.

Edwin Booth has signed an engagement to appear at the Fifth Avenue Theatre next season, under the management of Augustin Daly. "Richelieu" is promised in a manner never equalled on the American stage.

Emerson's minstrels are attracting crowded houses at the Park Theatre and give a thoroughly enjoyable entertainment, Billy being assisted by a large and talented band of vocalists and comedians. The prices have been reduced to 50 cents and 25 cents and $1 for reserved seats in the orchestra.

Mrs. Barney Williams, the celebrated actress, will perform this evening at Mrs. Conway's theatre, in Brooklyn, for the benefit of the orphans under the care of the Sisters of Mercy in Brooklyn. She will perform the amusing and original part of Margery, in "The Rough Diamond." This will be a fine opportunity of seeing for the last time this season a brilliant and gifted actress and of contributing also to one of the most deserving charities in the State.

The moonlight excursion of the Palette Club next Wednesday promises to be a grand musical affair. The steamer Plymouth Rock will convey the members and their friends up the Hudson to a spot chosen for its romantic situation, where a series of living tableaux, designed by prominent artists and representing noted paintings and statuary groups, will be given on the river shore. The musical entertainment will be in part by Theodore Thomas' full grand orchestra, which will be received on board at the conclusion of its garden performances.

THE CENTENNIAL.

Governor Bigler yesterday met the wine dealers in council at room No. 9, Delmonico's, in Beaver street. There were represented many influential firms. Among the rest C. McK. Leeser, who presided; Philip Ponfort, Esq., who acted as secretary, and Messrs. Alexander D. Shaw, Du Vivier, Tournade, Stevens, John R. Dilleber, William H. Knoeffel and Henry G. Schmidt.

After an eloquent address by ex-Governor Bigler, who presented in a clear and concice manner his object as a member of the Centennial Board of Finance in meeting them, the following committee of eight gentlemen was appointed to solicit subscriptions to the stock:—Messrs. William T. Fleiss, P. W. Engs & Sons, W. E. Boerum, Alexander D. Shaw, L. F. Osborn, S. F. Enos, Charles Bellows, D. D. Acker and E. La Montague.

It is expected some substantial fruits of this meeting will be apparent in a few days.

THE BANK PRESIDENTS MOVING IN THE MATTER—A NUMISMATIC COLLECTION FOR THE EXHIBITION.

PHILADELPHIA, June 8, 1875.

On the 24th inst. there will be a meeting of the bank presidents and numismaticians of the United States, by invitation of the associated bank presidents of this city, to form an association for the purpose of collecting American coins, paper, &c., for the Centennial Exhibition. At a meeting of the Philadelphia association, recently, the following resolution was adopted explaining the object of the coming gathering:—

Resolved, That all national and other banks, and all bankers of the United States, be and they are hereby invited to send representatives to a meeting, to be held at Philadelphia on the 24th day of June, 1875, on the Centennial grounds, to form an association for the purpose of collecting, classifying and exhibiting, in a suitable department of the Centennial buildings, specimens of the coins and paper money of the American colonies of the United States, and of all the States, from the earliest settlement of the country to the date of the Exhibition, together with such statistics of banking and finance generally as will make that department attractive, of historic interest and illustrative of the development and progress of the country.

The invitations which have been sent out have been accepted, and there will probably be a large assemblage of bankers, brokers and numismaticians. Liberal subscriptions are being gathered by a committee appointed by the bank association of this city, and the indications are promising for an interesting and complete exhibition in this department of our history at the Centennial.

THE GASPEE IN MOUNT HOPE BAY.

A CENTENNIAL CELEBRATION OF THE BURNING OF THE SLOOP OF WAR IN MOUNT HOPE BAY.

NEWPORT, R. I., June 9, 1875.

To-morrow is the 103d anniversary of the burning of the sloop of war Gaspee in Mount Hope Bay by the American residents of Providence, and great preparations have been made to make it a success. For months the Women's Centennial Committee of Rhode Island for the Philadelphia Centennial have had the matter under consideration, and have united their energies in arranging a programme for the occasion. The schools of Providence will be closed, and at least 20,000 persons are expected to be present from all parts of the State. In addition to other amusements there will be a dress parade by the Providence Light Infantry, a regatta by the Narragansett Boat Club and a chowder clambake. At dusk the Gaspee will again be burned in Rhode Island waters. The proceeds of the centennial celebration are to be devoted to the Philadelphia Centennial fund.

THE NEW STEAMSHIP GELLERT.

The new steamship Gellert, of the Hamburg line, arrived at this port yesterday, after a very satisfactory voyage. The Gellert was built for the late Eagle line and purchased by the Hamburg line. She is 380 feet long by 45 feet beam and 27 feet 6 inches depth. She was built by Alexander Stephens & Son, of Glasgow, and is thoroughly fitted up with all the modern improvements. She has two engines and the cylinders are 62-inch and 108-inch in diameter; stroke 4 feet 6 inches. The nominal horse power is 650, but the actual is over 3,000. The pressure of steam to the square inch is 65 pounds. She has 8 boilers, heated by 24 furnaces and is brig rigged, and in every way suited to the Atlantic trade. The chief saloon is 45x45 feet, elaborately fitted up. The second saloon is 37x45 feet, and fitted up very conveniently. The first class staterooms are large and airy, being at the stern of the ship. The second class saloon is amidships, and is fitted up with every convenience. The ship has accommodation for 64 first class, 80 second class and 800 steerage passengers.

The officers are as follows:—Captain, Hebich; first officer, Pezholt; second officer, Meyer; third officer, Andersen; fourth officer, Teves; chief engineer, David Duncan; second engineer, Umann; third engineer, Bruckner; fourth engineer, Wahrhann; steward, Hiscue; purser, Kohl; doctor, Koni.

THE GRASSHOPPERS.

NORTHWESTERN IOWA FREE FROM THE PESTS—OPERATIONS OF THE FARMERS.

A private letter received by a well known banking house in this city from Estnerville, Iowa, says:—"No eggs were deposited by the grasshoppers in Northwestern Iowa. No hoppers have made their appearance and none are expected. There is probably about half as much wheat sown as in former years. The greater part of the farmers procured what seed wheat they wished. The most have determined to abandon wheat raising and devote themselves to stock and coarse grain. Probably twice the usual breadth of corn is planted. All kinds of crops look well, and the weather is favorable. There are prospects of more immigration than for a number of years. People are beginning to find out that stock can be raised cheaper here than any place else."

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
Italy	June 10.	London	69 Broadway.
Pommerania	June 10.	Hamburg	61 Broadway.
Nassau	June 10.	Rotterdam	5 Broadway.
Cassandra	June 12.	Glasgow	7 Bowling Green
Atlantic	June 12.	Liverpool	15 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
Algeria	June 12.	Liverpool	9 Bowling Green
Tonawanda	June 16.	Glasgow	72 Broadway.
Greece	June 17.	London	69 Broadway.
Gellert	June 17.	Hamburg	61 Broadway
Celtic	June 19.	Liverpool	19 Broadway
Erin	June 19.	Liverpool	69 Broadway.
City of Berlin	June 19.	Liverpool	15 Broadway.
Victoria	June 19.	Glasgow	7 Bowling Green
Main	June 19.	Bremen	2 Bowling Green
Manhattan	June 22.	Liverpool	29 Broadway.
Scythia	June 23.	Liverpool	4 Bowling Green
W A Scholten	June 24.	Rotterdam	5 Broadway
Bavaria	June 24.	Hamburg	61 Broadway
England	June 26.	Liverpool	69 Broadway
Republic	June 26.	Liverpool	19 Broadway.
City of Richmond	June 26.	Liverpool	15 Broadway.
Utonia	June 26.	Glasgow	7 Bowling Green
France	June 26.	Havre	55 Broadway
Rhein	June 26.	Bremen	2 Bowling Green
State of Pennsylvania	June 30.	Glasgow	72 Broadway.
Russia	June 30.	Liverpool	4 Bowling Green
Border	July 1.	Hamburg	61 Broadway.
Britannic	July 3.	Liverpool	19 Broadway.
City of Montreal	July 3.	Liverpool	15 Broadway.
Egypt	July 3.	Liverpool	69 Broadway.
Ethiopia	July 3.	Glasgow	7 Bowling Green
Ems	July 3.	Bremen	2 Bowling Green
Wisconsin	July 6.	Liverpool	29 Broadway.
Cimbria	July 8.	Hamburg	61 Broadway
City of Chester	July 10.	Liverpool	15 Broadway.
The Queen	July 10.	Liverpool	69 Broadway.
Germania	July 10.	Liverpool	19 Broadway.
Ville de Paris	July 10.	Havre	55 Broadway
Neckar	July 10.	Bremen	2 Bowling Green
State of Indiana	July 14.	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 28		Gov. Island	morn	1 29
Sun sets	7 30		Sandy Hook	morn	12 44
Moon sets	morn	12 20	Hell Gate	morn	3 14

PORT OF NEW YORK, JUNE 9, 1875.

CLEARED.

Steamer San Marcos (Br), Burrows, Liverpool—Snow & Burgess.
Steamer Italy (Br), Thompson, London—F W J Hurst.
Steamer Cleopatra, Bulkley, Savannah—Murray, Ferris & Co.
Steamer South Carolina, Nickerson, Charleston—J W Quintard & Co.
Steamer Experiment, Allen, Philadelphia—James Hand.
Ship Constantine, Creevy, London—Grinnell, Minturn & Co.
Ship Gov Morton, Howland, San Francisco—Simonson & Howes.
Bark Giuseppe Aceame (Sp), Maniero, London—Funch, Edye & Co.
Bark Rosetta (Ital), Costa, Dublin—Slocovich & Co.
Bark Sea Belle (Br), Goggin, Dublin—Walker & Renwick.
Bark Luigi (Aus), Surich, Cork or Falmouth for orders—Slocovich & Co.
Bark Albion (Nor), Larsen, Terborgshaven—Tetens, Bockmann & Co.
Bark Mattia (Ital), Lauro, Lisbon—Funch, Edye & Co.
Bark Josephine, Stahl, Leghorn—Ruger Bros.
Bark Bandiero Moro (Ital), Vianello, Constantinople and Odessa—Iscovich & Co.
Barc Neversink, Jarvis, Cardenas—Brett, Son & Co.
Brig Medina (Br), Virgie, Hull—Heney & Parker.
Brig Messina (Nor), Iclessen, Arendal—C Tobias & Co.
Brig Aquila (Nor), Grund, Stettin—Tetens, Bockmann & Co.
Brig H O Phinney, Boyd, Lisbon—Miller & Houghton.
Brig Spring Bird (Br), Hassell, Barbados and Demerara—J W Whitney.
Brig Gonshaw, Sylvester, Guantanamo—R A Robertson & Co.
Brig F I Henderson, Henderson, Nuevitas—J H Winchester & Co.
Brig M B Nickerson (Br), Conners, Harborville, NS—D R De Wolf & Co.
Brig Ida (Br), Smith, Bridgewater, NS—Boyd & Hincken.
Brig Alberto, Hinckley, Pascagoula—J H Winchester & Co.
Brig Chas Dennis, Darrah, Savannah—Jas W Elwell & Co.
Schr Harry Buschman (Br), Morris, Traice—J F Whitney & Co.
Schr Portland (Br), Morgan, St Pierre—D Trowbridge & Co.
Schr Cyrus Fossett, Pierce, Cardenas—James E Ward & Co.
Schr Alexander (Br), Forbes, Truro, NS—J F Whitney & Co.
Schr Alice, Barnard, Boston—B J Wenberg.
Schr J Paine, Long, Provincetown—H W Loud & Co.
Schr E B Conwell, Hamilton, Wellfleet—B J Wenberg.
Schr Geo F Brown, Gedney, Providence—H W Jackson & Son.
Schr G A Hayden, Green, Bristol, RI—H W Jackson & Sen.

ARRIVALS.

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

Steamer Algeria (Br), McMicken, Liverpool, May 29, via Queenstown 30th, with mdse and passengers to C G Francklyn.

Steamer State of Georgia (Br), Cooper, Glasgow, May 28, via Lorne 29th, with mdse and 60 cabin and 138 steerage passengers, to Austin Baldwin & Co.

Steamer Gellert (Ger), Behich, Hamburg, May 26, and Havre 29th, with mdse and 575 passengers to Kuhlardt & Co. First part of passage had easterly winds and fine weather, latter part fresh westerly gales and high cross seas; June 3, lat 42 55, lon 47 31, passed a large iceberg.

Steamer New Orleans, Dearborn, New Orleans May 30 and Pass-a-l'Outre June 6, with mdse and passengers to Clark & Seaman.

Steamer Richmond, Kelly, Lewes, Del, with mdse to the Old Dominion Steamship Co.

Ship Simla (of Portsmouth, NH), Gardner, Liverpool, April 24, with mdse to Satter & Livermore. Was 8 days in the Channel; from thence to the Banks, 29 days, with strong W SW gales; May 2, lat 41 10, lon 19 20, passed the wreck of a vessel of about 600 tons, dismasted, waterlogged and abandoned, nothing but bowsprit standing; May 16, lat 46 20, lon 36, spoke ship Bessie Crosby (Br), from Liverpool for Portland, 29 days out.

Bark Captain Peter Dahl (Nor), Johnsen, Grimstad, 43 days in ballast, to Funch, Edye & Co. May 29, lat 41 25, lon 48 30, passed a large iceberg; May 27, lat 41 15, lon 49 35, signalized a French bark bound east, showing signal with letters G B P N in it.

Bark N S Delos Angeles (Sp), Ramirez, Havana 23 days, with old iron to Jova, Terry & Co.

Brig Mariposa, Milton, Port Spain (Trinidad), 10 days, with sugar to L W & P Armstrong; vessel to Miller & Houghton.

Brig Lady Emma (of Quebec, Br), Havana 10 days, with sugar to Grinnell, Minturn & Co; vessel to A E Outerbridge.

Brig R C Schumacher (Ger), Lohse, Sagua 13 days, with sugar to Grinnell, Minturn & Co; vessel to master.

Schr James Slater, Hawkins, Mayaguez 14 days, with sugar to Bailey & Son; vessel to master. Is bound to Newburyport; anchored at Sandy Hook for a harbor.

Schr Alpha (of Glasgow, Wharton Antigua 16 days, with molasses to order; vessel to master.

Schr Wm Douglas, Jordan, Baracoa 13 days, with fruit to B J Wenberg.

Schr Reindeer, Howard, Eleuthera 7 days, with fruit to B J Wenberg.

Schr S W H White, Smith, Jacksonville, 12 days, with lumber, to Eppinger & Russell, vessel to master.

Schr July Fourth, Wood, Jacksonville, 13 days, with lumber to Drew & Bucke, vessel to Simpson, Clapp & Co.

Schr Early Bird, Reed, Jacksonville, 11 days, with lumber to Hunter & Son; vessel to Bentley, Gildersleeve & Co. Is bound to Albany.

Schr Kate Foster, Trout, Satilla River, Ga, 8 days, with lumber to the New Haven Saw Mills Co; vessel to Simpson, Clapp & Co. June 5, lat 34 20, lon 76, spoke bark Nautilus, from Belize, Hon, for London.

Schr Addie Jordan, Leavitt, Brunswick, Ga, 7 days, with railroad ties to the Hudson River Railroad Co; vessel to J H Winchester & Co.

Schr Charlie Bucks, Bagley, Savannah, 7 days, with lumber to the New Haven Steam Saw Mill Co, vessel to master.

Schr C L Godfrey, Godfrey, Savannah, 6 days, with lumber to the New Jersey Central Railroad Co, vessel to Bentley, Gildersleeve & Co.

Schr Louisa Frazier, Crawford, Georgetown, SC, 9 days, with naval stores to Zophar Mills, vessel to E D Hurlbut & Co.

Schr P S Willetts, Willetts, Richmond.

Schr Marcus Edwards, Edwards, Alexandria

Schr J A Chamberlain, Hoyce, Virginia.

Schr Franklin Bell, Call, Virginia.

Schr I & D Cranmer, Matthews, Virginia.

Schr F Merwin, Pierce, Georgetown, DC.

Schr W F Phelps, Cranmer, Philadelphia for Somerset.

☞ Bark New Brunswick (Nor), Larsen, from Hamburg, which arrived 3d and anchored at Sandy Hook for orders, came up to the city 9th.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

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

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

Schr Thomas Jefferson, Bloxnam, Stamford for New York.

Schr Ida Palmer, Palmer, Stamford for New York.

Schr J R Mitchell, Morrell, Stamford for New York.

Schr Challenge, Terry, Brookhaven for New York.

Schr Maria Louisa, French, Hartford for New York.

Schr Rebecca M Smith, Smith, New Haven for Baltimore.

Schr George B Markle, Phillips, New Haven for New York.

Schr Chief, Smith, Norwich for New York.

Schr Eclipse, Young, Providence for New York.

Schr R P King, Bilven, Somerset for New York.

Schr A H Leavy, Brown, Fall River for New York.

Schr Sam Weller, Brockway, Portland for New York, with stone to order.

Schr Nianlic, Hill, Nantucket for New York, with fish to order.

Schr A Peters, Cook, Calais for New York, with lumber to Jed Frye & Co.

Schr Mabel (new), Maloney, Calais for New York, with lumber to order.

Schr Geo Gillam, Bacon, Portland for New York, with stone to W Bradley.

Schr Freestone, Weaver, Portland for New York, with stone to order.

Schr A F Kindberg, Horton, Norwich for Alexandria, Va.

Schr A Brown, Mills, Bridgeport for New York.

Schr Bela Peck, Avery, Stonington for New York.

Schr W Blackford, Buzzard Bay for New York, with fish to order.

Schr Jennie C Russ, Norton, Norwich for New York.

Schr Edwin Tyler, Hart, Portland, Ct, for New York, with stone to order.

Schr J A Berkle, Anderson, New Bedford for New York.

Schr Scotia, George's Banks for New York, with fish to order.

Schr Ario Pardee, Bishop, Warren for New York.

Schr S R Thomas, Arnold, New London for New York.

Schr Fleetwing, Kennington, Pawtucket for New York.

Schr Emma, Nantucket for New York, with fish to order.

Schr Joseph Marsh, Morton, Stonington for New York.

Schr Fly, Hazard, Providence for New York.

Schr Pelissier, Vogt, Hallock, Hartford for New York.

Schr Louis Depew, Baker, Hyannis for New York.

Schr Anaconda, Pickett, Newport for New York.

Schr D M Freeman, Childs, New Bedford for New York.

Schr D W Vaughan, Hubbard, Providence for New York.

Schr B F Brainard, Hull, Portland for New York, with stone to order.

Schr Sophia Wilson, Miller, Bridgeport for New York.

Schr Fanny Fern, Eldridge, Providence for New York.

Schr H A Butler, Green, Gloucester for New York, with fish to McCann & Co.

Schr S D Sturgis, Johnson, Providence for New York.

Schr Rebecca & Hannah, Hawkins, Providence for Hoboken.

Schr Warren Gates, Smith, Millstone Point for New York, with stone to order.

Schr D L Sturges, Miles, New Bedford for New York.

Schr Sarah Clark, Griffin, Providence for New York.

Schr Kate & Mary, Coggeshall, Pawtucket for Rondout.

Schr Saratoga, Weeks, Providence for New York.

Schr S M Tyler, Hart, Providence for New York.

Schr Minquas, Philips, Providence for New York.

Schr Mary Fredmore, Sherman, Providence for New York.

Schr Harriet Lewis, Scarles, Providence for New York.

Schr Lamartine, Smith, Sag Harbor for New York.

BOUND EAST.

Schr H B Diverty, Nickerson, Hoboken for Providence.

Schr H P Fly, Yates, New York for Hartford.

Schr Whistler, Keele, Hoboken for Taunton.

Schr J G Fell, Nickerson, Weehawken for Pawtucket.

Schr Baltimore, Frances, Hoboken for Norwich.

Schr Calonet, Westhorp, Rondout for Fall River.

SAILED.

Steamer Abyssinia (Br), for Liverpool; San Marcos (Br), do; August Andre (Belg), Antwerp and London; Cleopatra, Savannah; South Carolina, Charleston; ship Grahame Poly, Cronstadt; barks Rema (Nor), Queenstown; Silly, Hanson (Ger), Marseilles; Helena (Nor), Rhea; New York, Cardenas; Angelina Bonardi (Ital), Trieste; Isis, Galveston; brigs H Houston, Cardenas; Sportsman, Havana.

MARITIME MISCELLANY.

☞ See cable news.

BERMUDA STARRY BANNER, Robinson, in going into Wood's Hole harbor on Friday, struck a rock with her propeller, knocking off a fan. She is hauled up at Wood's Hole.

SHIP HELICON, Bowes, at San Francisco May 31 from New York, had lost several of her sails during the two gales previous to her arrival, and several of the remaining sails were split and badly used up.

BARK CON DUPONT, at Philadelphia from Matanzas, experienced a heavy NE gale May 27, in lat 34 30 75, and had forward house stove and cabin filled with water.

BRIG ANNIE LORMAY, of and for St John, NB, from Rondout, went ashore on Handkerchief Shoal, near Monomoy Point, on Sunday afternoon. The wreckers assisted her off on Tuesday morning after throwing overboard about 60 tons of coal.

BRIG REBECCA J PAINE, Hill, at Buenos Ayres from New York Feb 27, when a few days out lost deckload of lumber and water and put into Cape Verde for a supply.

SCHR FRANCIS SERGENT (3 masts), Hughes, from Boston, with ice, for Atlantic City, went ashore on Absecom Beach at noon yesterday, but was got off all right.

SCHR KIOKA, of Jonesport, loaded with coal, in going over Ipswich bar on Sunday night, went ashore on the north spit at high water and was left high and dry at low tide. Steaming Mattie Sargent, of Newburyport, got her off on Sunday night and towed her up the river. About fifty tons of coal were thrown overboard to lighten her. The schooner lost her fore foot and shoe and has begun to leak badly. The Kioka is owned by the captain and his mother and was not insured. The coal was insured.

SCHR WILLIAM H ROWE, in going up Ipswich River on Monday afternoon, loaded with coal, went ashore on a shoal near the Neck and was towed off by steaming Mattie Sargent and taken to the wharf.

SCHR WASHINGTON, Hansen, which arrived Tuesday night from Indianola, while coming up the bay went ashore on West Bank, but was gotten off AM 9th with the assistance of steamtugs M Kalbfleisch and H F Hammitt. Received no damage.

SCHR H E SHUTE, in collision 7th inst in Casilne harbor with steamer Pioneer, had bowsprit knocked out and rail carried away.

SLOOP AID, of Dighton, with a cargo of oyster shells from Providence, was capsized 8th inst in Mount Hope Bay. Crew saved.

STEAMTUG ANNIE M WOOD, owned by the St Mar