THE UNRECONCILED MINERS.

NEW TROUBLES AND COMPLICATIONS—NO SURRENDER—THE DEADLOCK STILL UNBROKEN—THE ANTHRACITE REGION MINERS SULLEN AND DETERMINED.

WILKESBARRE, Pa., June 10, 1875.

The question in regard to resuming work in the collieries of the Wyoming region seems to become more and more chameleon-like in character and assumes a new tint about every hour in the day. It was confidently anticipated that the diamond shaft of the Lehigh and Wilkesbarre Coal Company would be in operation this morning. A notice was posted, by order of Mr. Parrish, yesterday, to the effect that work would be resumed in that mine, and those willing to cut coal were guaranteed protection. The announcement caused considerable excitement and dissatisfaction among a portion of the restive miners, and it was feared that an outbreak would be the result if any of the men undertook to break the deadlock by returning to labor. Last night it was understood that a sufficient number of miners and laborers had promised to go to work to render the movement feasible and effective, and stirring times were looked for this morning when the whistle was blown at the mine to begin operations. But the courage of the volunteers seemed to have oozed out during the visions of the night, for when the Superintendent reached the colliery at half-past five this morning, fully prepared with a police force to resist any aggressive moments of the malcontents, he found some 150 men congregated around the breaker and as many more probably scattered around the works. Of the 300 men present only two or three expressed a willingness to work, and the Superintendent gave it up as a bad job.

THE LAST PROPOSITION.

Mr. Charles Parrish is represented to have said that he has now made the last proposition on his part for the men to go to work. When they are ready to come to him he will consider their application. Still, in the face of the defiant attitude put on by employer and employés, it may be remarked that the parties are really very much nearer an adjustment of the distracting difficulties than is supposed. Both sides have been and are playing a little game of buncombe to soothe their wounded feelings, and all will come out right within a very few days. The miners have grown as restless as a disturbed colony of pismires, all at once, and the present week has been devoted quite generally to meetings of various kinds.

A DELEGATE MEETING.

Yesterday there was a delegate meeting, at which it was resolved to call a region meeting for to-day, that body to decide upon the expediency of allowing the several branches of the union to determine whether the men here shall go to work and aid their fellow-craftsmen in the Schuylkill region in their struggle with McGowan or remain idle and receive support from the Schuylkill miners. So it will appear that the question which now gravely agitates the mind of the average Wyoming region miners is, whether or not he shall cease his warfare on Charley Parrish by going to work, or assist in prolonging the fight on McGowan by remaining idle.

THE DELEGATION FROM SCHUYLKILL.

A delegation from Schuylkill has been in town to-day, and ultimately held a conference with some of the local leaders at Plymouth this afternoon. The result of these deliberations and the proceedings of the region meeting, which are represented to have been quite warm and animated, will probably be fully known to-morrow. It is rumored that the region decided to leave the branches to determine the question of work or no work to-morrow. The difficulties in the way of a satisfactory arrangement between Mr. Parrish and his men are simply these:—Some of them are under the impression that, having been leaders in the strike, they will get no work when the mines are started again, and those exert an their influence against any proposition to have the miners vote, by ballot, for or against work, fearing that a majority will decide to work and thus leave them out in the cold. Others who are naturally incident, even at the best of times, are perfectly willing to have things remain as they are while they can obtain enough to eat and drink without any greater physical exertion than is necessary to convey the sustenance to their mouths; and there is still another class who will not hesitate to leave they store bills, rent, &c., to take care of themselves, while the debtors seek other fields and pastures new when resumption becomes general.

A SERIOUS OBSTACLE.

But there is a more serious obstacle still than all these. The men teemselves have overrated their own strength and underestimated the designs and disposition of the coal monopolists. Their rude common sense and notions of weight have been no match for the sagacity and far-sightedness of the capitalists, and last January they walked deliberately into the trap set for them and in which they have been squirming for high on to six months. The most fatal mistake which they make, however, is not to understand that the combination against them can soon make up all losses sustained during the prolonged strike, while the miners and laboring men cannot regain this year, or next, what has been hopelessly sunk by them in the idleness of the last six months. But so they go, and the history of coal strikes fully repeats itself in that of 1875.

THE STRIKE IN POTTSVILLE.

POTTSVILLE, Pa., June 10, 1875.

There is nothing new in the strike to report. The military are still on duty and all is quiet. One of the Gowen Guards, of Pottsville, stationed at Mahanoy City, has been arrested for giving the strikers information and will be tried by court martial. The leaders of the strikers express a hope of inducing men now at work to knock off and so reorganizing the strike on a firm footing. The effort must fail, as the men are too poor and the suffering too general. Hence there is a general desire on the part of the men to work. A large mass meeting of the Northumberland county striking miners was held this afternoon at a farm between Mt. Carmel and Shamokin. The men decided to accept a reduction on miners' wages of ten per cent on '74 basis, and on laborers' wages of five per cent. The meeting was very orderly. This action will have a powerful influence on the other strikers.

THE LIBERAL REPUBLICANS.

A MEETING OF THE LIBERAL REPUBLICAN STATE COMMITTEE—APPOINTMENT OF A STATE CONVENTION FOR NOMINATING STATE OFFICERS.

ALBANY, N. Y., June 10, 1875.

The Liberal Republican State Committee met, pursuant to call, at the Delavan House to-day. The chairman, General John Cochrane, of New York, called the committee to order, and stated the object of the meeting to be to take action concerning the calling of a State Convention to nominate a ticket for State officers. Hon. A. B. Wills, of Kings county, acted as Secretary. Mr. B. F. Manierre, of New York, offered the following resolution:—

Resolved, That a State Convention be held, and that a committee of seven be appointed with power to determine the time and place for the holding of the same, and that when so determined the Chairman and Secretary of the State Committee shall issue a call for the Convention, in the usual form, to be composed of two delegates from each Assembly district, which call shall not be issued later than the 1st of August.

Colonel Willis seconded the resolution.

A. M. Bliss offered the following as a substitute:—

Whereas the liberal party was founded in opposition to the abuse in the republican party dishonorable to the public welfare, and for the maintenance of the principles by which such dishonors might be averted; and whereas, by co-operation with the democratic party, the liberal ideas enunciated at Cincinnati and Baltimore, which were fully ratified and indorsed by the people throughout the entire country, have not yet been fully realized, and the abuses for which the liberal party was formed have not yet been fully corrected; and whereas all the political indications show that the Masons have determined to oppose the liberal republican party and against the pretensions of that party as in conflict with its actual practice in public affairs, and the same indications universally show that this spirit on the part of the people is constantly increasing in strength and effectiveness; therefore

Resolved, That this committee discountenance all co-operation of the liberal with the republican party, and that all action to that end be discouraged and that it take such proceedings in the premises as shall be consistent and in harmony with its entire history since its organization to the present time.

Resolved, That a committee of five be appointed and instructed to confer with the Democratic State Committee for the purpose of uniting all the elements of opposition to the republican party at the ensuing election.

There was considerable discussion, after which General Cochrane took the floor and criticised the substitute, to show that it did not express facts. As the liberal party had taken candidates belonging to both parties, he maintained that if there was a co-operation with democrats only, democrats only could or would co-operate. He, therefore, could not vote for the substitute. He then spoke in favor of Mr. Manierre's resolution.

After some further debate a vote was taken on the substitute, which was lost by a vote of 15 nays to 6 yeas. The original resolution was then adopted. On motion the Chair was authorized to name the committee to be appointed under the resolution. He named the following:—Benjamin F. Manierre, John Wall, Colonel H. Bowen, W. Worth Dewey, J. Cassnan, E. A. Merritt and H. C. Lake. On motion, the President and Secretary of the meeting were added to the committee.

The meeting then adjourned.

NEW HAMPSHIRE LEGISLATURE.

CONCORD, June 10, 1875.

Governor Cheney's Message was submitted to the Legislature at noon. It fixes the State debt at $3,741,330 45, having been reduced $85,259 37 during the year. The revenue of the State has been $595,654 21, and current expenses $429,394 64, including $236,089 80, interest on the State debt. He sees no reason why the State tax of $400,000 will not suffice for the coming year, and urges the most rigid economy in appropriations. The State has 68 savings banks, with an aggregate of deposits of $30,214,585 71, an increase of $1,585,108 88 over last year. The banks have had a year of marked prosperity. He alludes to the necessity of a constitutional convention during the current year, and favors abolishing the "religious test." He favors the maintenance of the present liquor law. He says the educational policy of the State has not been as broad and liberal as it should have been, and urges the founding of more advanced educational institutions than at present exist. He invites the attention of the Legislature to the earnest inquiry whether, by legislation, the purity of elections can be more effectually protected, and condemns the system of over-representation. As a remedy for this he believes the law should provide that only those persons who have resided in the town or ward six months previous to the election shall be counted and that representatives in excess of the number previously elected by the town or ward which they represent be required to demonstrate to the satisfaction of the House, before admission thereto, the right of such town or ward to such additional representative. It may be well to inquire, also, he says, whether the statute requiring the full Christian name of candidates for office to be written or printed upon all ballots is not liable to be so construed as to defeat rather than accomplish the purpose of its framers. The geological survey is nearly completed. The Message closes with a hearty commendation of the approaching National Centennial.

HARBOR IMPROVEMENTS.

BLASTING OPERATIONS AT COENTIES' REEF AND HELL GATE.

General Newton yesterday, in company with a number of friends, including General Lovell, General G. W. Smith, Major McLean and City Surveyor Smith, made a tour of inspection of the different harbor improvement works now in progress. The party embarked on board the United States engineers' steamer Geneva at Thirty-third street, East River, at noon, and proceeded to the reef opposite Coenties' slip, pier No. 7 East River, where some interesting blasting operations took place, the object being to remove a heavy ledge of rocks which hitherto have been a great obstruction and danger to vessels drawing deep water.

DESCRIPTION OF THE REEF.

This reef lies about 800 feet from the pierhead and is nearly in the middle of the river. It is composed of gneiss rock, with seams of quartz vertically stratified, and is 300 feet long by about 150 feet wide, with twenty-six feet curve. The least depth of water here in June, 1873, was seventeen feet, when operations were commenced by drilling and blasting. This was continued until December, 1873, when, on account of the lack of the necessary funds, operations had to be suspended. The minimum depth of water at this time over the rock was found to be twenty-two feet, showing that about five feet of the ledge had been got out for the six months' work.

THE PROGRESS MADE.

Since May 4, this year, when the work was recommenced, thirteen blasts have been fired. The depth of the holes bored are from six feet to fifteen feet each. Yesterday the fourteenth blast was fired, consisting of ten holes, varying in depth from six to eight feet or a total of sixty-five feet. The charges employed for blasting are of nitro-glycerine, placed in conical tin cans of an average diameter of four and three-quarter inches and a length answering to the depth of drill holes. The fuses used are filled with fulminate of mercury and are ignited by frictional and voltaic electricity. The average advance of the drill is eighteen inches per hour for a five-inch hole. During the neap tides, where the tidal current is the least, as many as fifteen feet have been drilled in one tide. The charge is eight pounds of nitro-glycerine per one foot of hole. The holes are from six to eight feet apart. The explosion of the charges breaks the rock into convenient blocks for dredging. Way's reef at Hell Gate has been reduced to a depth of twenty-six feet at mean low water, the greatest depth ever reached, at a cost of $18 36 per cubic yard, under the present management. Coenties' Reef is expected to be removed to a depth of twenty-five feet at mean low water before the middle of August this year, when the final removal of Diamond Reef, an obstruction to navigation situated between Governor's Island and the Battery, will be undertaken. At present a dredge is employed to remove the débris of previous blasts.

A VISIT TO HELL GATE.

After witnessing the blast at Coenties' Reef, which was exploded under the direction of Mr. J. H. Staudinger, the engineer in charge, the party proceeded to Hell Gate and disembarked at Hallett's Point. An inspection of the works extending under the river for the purpose of removing the obstructions was then had. General Newton explained the nature of the works and what it is proposed to do in the future. The piers and the roofs of the different chambers have been reduced and some of the drill holes for the final blast have been sunk.

At Flood Rock a similar work is commencing. The shaft there has been sunk to a depth of ten feet already. The final blast to do away with the rocks outside of Hallett's Point will be exploded next spring, thus widening the present channel for shipping between Hog's Back and the Astoria shore by about 350 feet. The removal of Flood Rock, a reef of by far larger dimensions than Hallett's Point, will be completed, it is hoped, in about three years from the present time, which will widen the eastern channel to the westward of Hallett's Point nearly 600 feet.

The party expressed themselves, after inspecting the various works, as highly pleased with their experience.

THE MASTER CAR BUILDERS.

The master car builders had a grand gala *fête* yesterday. The families, wives and daughters of the gentlemen who compose the Convention were entertained at breakfast at the Grand Central Hotel, and a number of the ladies did some extensive shopping while their husbands and fathers and brothers were busy in the session which took place in a large and handsomely furnished hall of the hotel on the second floor.

The morning session, in which Mr. Leander Carey, President of the association, was chairman, was taken up to a large extent by the annual address to the Convention, delivered by Mr. Carey. A long mechanical and scientific discussion succeeded this, and after twelve o'clock the excursion party partook of a lunch and then prepared themselves for a trip to Jerome Park, at the invitation of the merchants and manufacturing firms of this city, who are the hosts of the Convention. Seventy open barouches, handsomely decorated, were placed at the disposal of the car builders and their ladies, and at about half-past one o'clock the procession of carriages with the happy excursionists started for the races. Of course the strangers were shown all the varied beauties and charms of the Park, which never appeared to better advantage than yesterday. The carriages containing the different groups passed each other at different points of the park and hailed friends with rapturous glee, and the Western folks were in particular loud in praise of the park and its several features of interest. It was after three o'clock before the car builders and their friends reached Jerome Park, and there they all had excellent positions secured for them on the grand stand, while many others of the party preferred to remain on the bleede, in Derby Day fashion, looking down calmly at the uproar and bustle of the races below. Coming home the excursionists reached the hotel after seven o'clock, and then sat down to dinner. The management of the affair was under the charge of General E. S. Greely, chairman of the Invitation Committee; Colonel Richard Vose, L. G. Tillotson, J. H. Lyles, C. E. Bigelow, E. Miller, W. H. Bailey, H. A. Rogers, W. W. Snow, L. Valentine, George Place and E. Y. Jacobus. To-day the conversation and the ladies will make an excursion down the bay on the steamer William Cook, and may probably visit some places of interest on the Hudson River. The car builders last evening visited the various places of amusement in this city.

SEIZURE OF OBSCENE LITERATURE.

ANTHONY J. COMSTOCK ON THE WARPATH.

Yesterday afternoon Mr. Anthony J. Comstock appeared before Judge Kilbreth and made affidavits that several persons were printing and selling obscene literature in this city. Last evening the warrants for their arrest were delivered to Captain Van Dusen, of the Fifteenth precinct. He proceeded with Sergeant Murray and Detectives Henderson and Slevin to the residence of Zepher M. Callie, at No. 161 West Twenty-seventh street, and arrested Mr. Callie. A large quantity of the filthy matter was found concealed in the house. The prisoner is charged in the affidavit with exposing for sale, in front of No. 602 Broadway, an alphabetical assortment of obscene pictures. Peter F. Weilie and John Casselbaum, photographers, of No. 685 Broadway, were next arrested by the officers, and also a large stock of the obscene matter was seized. Matthias Ziegler, of No. 312 East Forty-ninth street, was also arrested by Captain Van Dusen, and at his residence were found plates for printing and a large quantity of obscene pictures. The prisoners were taken to the Mercer street station house and locked up.

FIRE ON LISPENARD STREET.

A BOY RUN OVER BY AN ENGINE AND KILLED.

At about thirty-five minutes past nine o'clock last night a fire broke out in the kitchen of Attwood's restaurant, No. 411 Broadway, corner of Lispenard street, and rapidly extended to the first floor.

Before the engines had reached the spot the flames had spread to No. 68 Lispenard street, and a second alarm was telegraphed.

The basement was occupied as a boot and shoe store by Henry J. Parsons, who loses, by water, about $500. Attwood's restaurant, on the first floor, was damaged to the extent of about $600. The ticket office of the New York Central and Hudson River Railroad on the corner of Broadway and Lispenard street escaped without damage.

The second floor was occupied by Henry R. Russell & Co., jewellers, and Wallace H. Cole, dealer in spirits; the latter of whom loses about $600.

The third, fourth and fifth floors of No. 68 Lispenard street were occupied by Mooney & Brothers, dealers in clothing, who sustain a loss of about $1,500.

Leobaldi & Mayer, dealers in pearl buttons, occupied the second floor. Their loss is slight.

The damage to the building is estimated at $1,000, which is covered by insurance.

During the progress of the fire, as Chemical Engine No. 6 was standing on Broadway, near White street, one of the hose burst, and the water spurting upon the horses, caused them to become unmanageable. A large number of people were in close proximity to the engine at the time, and the frightened horses, rushing into their midst, caused a stampede, during which a little boy, seven years old, named Samuel Koehman, residing at No. 165 East Broadway, was knocked down, the wheels of the engine passing over his body, fracturing his right thigh and breaking his ribs in the region of the breast.

The unfortunate child was picked up by Officer McGuire, of the Fourteenth precinct, who promptly conveyed him to the Mulberry street station house, where Police Surgeon McLeod did all he could to alleviate his sufferings, but the child died in about twenty minutes after his arrival.

The Coroner was notified to hold an inquest.

OBITUARY.

JOHN SHRADY.

John Shrady, an old time resident of this city, and one of the oldest veterans of the war of 1812, died on the 10th inst, in his ninety-third year. He was born May 28, 1783, in the vicinity of Chatham and Pearl streets, during the first year of the Mayoralty of Mr. James Duane, while the city was yet feebly held by British troops. His father, of the same name, also a native of the city, served throughout the Revolutionary War, having been at one time a prisoner of war in the old Sugar House, from which he escaped in disguise. The subject of this sketch was a schoolmate of Washington Irving and Dr. John W. Francis. His early life was also identified with the memory of Thomas Jefferson, Aaron Burr, Brockholst Livingston, Alexander Hamilton, DeWitt Clinton and others of whom he was wont to relate many characteristic anecdotes. Had he continued his relations with the Tammany Society he would have been the oldest member on the rolls. His reminiscences of "old New York" embraced the epidemics of yellow fever and cholera. He succeeded his father in the shoe trade, from which, however, he retired some time about his fortieth year.

REV. HORACE JAMES.

The Rev. Horace James, formerly chaplain of the Twenty-fifth Massachusetts regiment, and who was appointed Superintendent of Freedmen in the Department of North Carolina, in 1864, died at his residence, at Worcester, Mass., on the night of the 9th inst.

BAD BLOOD IN TAMMANY.

The Tammany Hall Sixteenth Assembly District General and District committees met last night in Academy Hall, Third avenue. James E. Morrison was in the chair and William F. Foley acted as secretary. The meeting was called to express indignation on the part of the workingmen at the recent action of the city authorities in reducing laborers' wages from $2 to $1 60 per diem. A lengthy preamble and resolutions were offered condemning the late reduction, recognizing the Eight Hour law and indorsing the action of Mayor Wickham and John Kelly, holding them blameless of participation in the policy of reduction. Maurice J. Power, the mover of the resolutions, asserted, among other things, that the press of this city is opposed to Mayor Wickham and to John Kelly, with the exception of a recognized morning organ of the democracy, the circulation of which "does not exceed 16,000." A counter set of resolutions was introduced amid loud and angry talk, the confusion being such as for a while to threaten to break up the meeting. Order was restored and the resolutions warmly discussed, while a cross fire of uncomplimentary remarks was indulged in. The resolutions first introduced, praising Wickham and Kelly, but asking restoration of the laborers' wages to $2 a day, were finally adopted.

THE REDUCTION OF WAGES.

At a meeting of the Tammany Hall Democratic Committee of the Nineteenth ward, Twentieth Assembly district, held last night at Orient Hall, the following resolutions were unanimously passed:—

Resolved, That in the official acts of Commissioners J. J. O'Donohue and Martin, of Public Parks, in refusing to consent to the reduction of the wages of laboring men and women, we see true and faithful friends of the working classes, whose conduct merits our thanks.

Resolved, That any reduction of the pay of laboring men's daily wages at this time is impolitic and unjust, and that no reduction should be made by the municipal government.

Resolved, That it is the duty of the city government, before reducing salaries, to first cut off all useless and unnecessary offices in the city which can be abolished without loss to the administration or efficiency of the executive departments; then, by filling the offices with faithful and efficient men, who will do their duty for their salary, without emoluments, we will find proper reform.

CHURCH DEDICATION.

Bishop Loughlin, of Brooklyn, will, on Sunday, conduct the dedication ceremonies of the new Church of St. Anthony, in Greenpoint. Unusually impressive musical services are expected, Haydn's Mass No. 2 being selected for the occasion, to be executed by a full choir, assisted by a grand orchestra.

EUROPEAN MARKET.

LONDON PRODUCE MARKET.—LONDON, June 10—Evening.—Common rosin, 5s. 3d. a 5s. 6d. per cwt. Spirits turpentine, 28s. a 30s. 3d. per cwt.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination.	Office.
California	June 12	Glasgow	7 Bowling Green
Australia	June 12	Liverpool	19 Broadway.
City of Paris	June 12	Liverpool	10 Broadway.
Spain	June 12	Liverpool	69 Broadway.
Ferona	June 12	Havre	15 Broadway
Donau	June 12	Bremen	2 Bowling Green
Algeria	June 16	Liverpool	5 Bowling Green
State of Georgia	June 16	Glasgow	72 Broadway.
Greece	June 17	London	69 Broadway.
Gellert	June 17	Hamburg	61 Broadway
Celtic	June 17	Liverpool	61 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 23	Liverpool	39 Broadway
Neckar	June 23	Bremen	2 Bowling Green
W A Schoeten	June 24	Rotterdam	35 Broadway
Saxonia	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	52 Broadway.
Rhein	June 26	Bremen	2 Bowling Green
State of Pennsylvania	June 30	Glasgow	72 Broadway.
Russia	June 30	Liverpool	4 Bowling Green
Herder	July 1	Hamburg	61 Broadway.
Britannic	July 3	Liverpool	19 Broadway.
City of Montreal	July 3	Liverpool	69 Broadway.
Egypt	July 3	Liverpool	69 Broadway
Ethiopia	July 3	Glasgow	7 Bowling Green
Oder	July 3	Bremen	2 Bowling Green
Wisconsin	July 8	Liverpool	29 Broadway.
Cimbria	July 8	Hamburg	61 Broadway.
City of Chester	July 10	Liverpool	15 Broadway.
The Queen	July 10	Liverpool	69 Broadway.
Germanic	July 10	Liverpool	19 Broadway.
Ville de Paris	July 10	Havre	52 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 2 18
Sun sets	7 30	Sandy Hook	morn 1 38
Moon sets	morn 12 42	Hell Gate	morn 4 08

PORT OF NEW YORK, JUNE 10, 1875.

CLEARED.

Steamer Maas (Dutch), Chevalier, Rotterdam—Funch, Edye & Co.
Steamer Pommerania (Ger), Schwensen, Hamburg, &c—Kunhardt & Co.
Steamer City of New York, Timmerman, Havana—F Alexandre & Sons.
Steamer Canima (Br), Liddicoat, Bermuda—A E Outerbridge.
Steamer Montgomery, Faircloth, Fernandina via Port Royal—H Gelucke.
Steamer Isaac Bell, Lawrence, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamer Franconia, Bragg, Portland—J F Ames.
Steamer Nereus, Barry, Boston—H F Dimock.
Ship Mary Goodell, Kamps, Antwerp or orders—R P Buck & Co.
Ship Warrior (Br), Teasdell, London—Funch, Edye & Co.
Bark Osseo (Br), Fulton, London—J F Whitney & Co.
Bark Eter (Aus), Gurich, Bristol, &c—Slocovich & Co.
Bark Mary Ann (Br), Hutchins, Hull, E—Funch, Edye & Co.
Bark Ann (Aus), Percich, Cork or Falmouth—Slocovich & Co.
Bark Nuova Virginia (Ital), Scarpati, Lisbon—Lauro, Storey & Co.
Bark Julie Ernestine (Fr), Laborde, Bordeaux—E Unkart.
Barx Ironsides, Tapley, Genoa—Hunt Bros.
Brig Belle Walters (Br), Kyllin, Liverpool—Blakslee & Lewin.
Brig Wesley & Seymour (Br), Knowlton, London—J F Whitney & Co.
Brig Vaeringer (Nor), Knudsen, Helsingfors—Funch, Edye & Co.
Brig New York (Ital), Amadeo, Catania—Funch, Edye & Co.
Brig B Ingenac, Willey, Port au Prince—R Murray, Jr.
Brig Mary Bartlett, Smith, Nuevitas—Simpson, Clapp & Co.
Brig Crescent (Br), Faulkner, Maitland, NS—J F Whitney & Co.
Brig Fannie H Jennings, Young, Portland—Jed Frye & Co.
Schr W R Knighton, Hageman, Maranham—Burdett & Pond.
Schr Addie G Bryant, Stubbs, Porto Cabello—H W Loud & Co.
Schr Isabella, Chauncey, Turks Island and a market—B J Wenberg.
Schr Annie B (Br), Ambrose, St John, NB—Heney & Parker.
Schr Bella Russell, Smith, Jacksonville—Warren Ray.
Schr Joseph W Wilson, Weeks, Philadelphia—Overton & Hawkins.
Schr Teresa, Bunker, Portland—I R Staples.
Schr Matthew Vassar, Jr, Kelly, Boston—Chas Twing.
Schr Rosina, Kelly, Boston—C L Snow.
Schr J D Griffin, Gould, Provincetown—Doane & Gott.
Schr S L Thompson, Hall, Providence—H W Jackson & Son.
Schr O C Acken, Toms, Stamford—Stamford Manufacturing Co.

ARRIVALS.

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

Steamer Greece (Br), Thomas, London, May 27, via Gravesend 28th, with mdse and 50 passengers to F W J Hurst.
Steamer Victoria (Br), Pittal, Glasgow and Moville May 30, with mdse and 148 passengers to Henderson Bros.
Steamer Wyanoke, Couch, Richmond, City Point and Norfolk, with mdse and passengers to the Old Dominion Steamship Co.
Ship Golden State, Delano, Foochow Feb 19, with teas to A A Low & Bros. Passed Java Head March 13, Cape of Good Hope April 13, and crossed the Equator May 14, in lon 27; had fine weather; June 7, off Cape Henry, exchanged signals with a Br brig steering S, showing signal with letter D in it.
Bark George W Jones (of Yarmouth, NS), Porter, Hartlepool 38 days, in ballast to J W Elwell & Co. Anchored at Sandy Hook for orders.
Bark Emma (Br), Card, Sagua 13 days, with sugar to Grinnell, Minturn & Co; vessel to J F Whitney & Co.
Schr Hattie A Gove (of Gloucester), Chapman, Progress 20 days, with hemp to J H Winchester & Co. Received orders from the Herald steam yacht and proceeded to Boston.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer City of New Bedford, Fish, New Bedford for New York, with mdse and passengers.
Steamer Gaintes, Walden, Providence for New York, with mdse and passengers.
Steamer Bolivar, Geer, New London for New York, with mdse and passengers.
Bark Catalina H (Aus), Suttora, Boston for New York, 6 days, in ballast.
Bark Maria (Ital), Trapani, Boston for New York, in ballast to Funch, Edye & Co.
Schr B L Eaton, Garrison, Calais for New York, with lumber to Simpson, Clapp & Co.
Schr Reading RR No 66, Adams, New Haven for New York.
Schr Reading RR No 24, Adams, Fall River for New York.
Schr Red Wing, Davis, Wood's Hole for New York, with fish to order.
Schr Olive, Murray, Providence for New York.
Schr Terry, Nacmas, Fall River for New York.
Schr Frank Peters, Fitzpatrick, Stonybrook for New York, with stone to order.
Schr Henry Lemuel, Jarvis, Hartford for New York.
Schr Mansfield, Alcorn, Wareham for New York.
Schr Sarah Eaton, Prescott, Calais for New York, with lumber to order.
Schr Joe Carleton, Thurston, Camden for New York, with lime to J R Brown.
Schr Edward Ewing, Walker, Mystic for New York.
Schr Plymouth Rock, Walker, Boston for New York, with general cargo.
Schr Mary C Carroll, Carroll, Providence for New York.
Schr Luna, Wells, Providence for New York.
Schr W H Bowen, Dill, Providence for New York.
Schr J H Tripp, Chatham for New York.
Schr A Blackman, Arnold, Providence for New York.
Schr Eureka, Providence for New York.
Schr Ira D Sturges, Providence for New York.
Schr Alida, Lambert, Boston for New York.
Schr J A Tate, Tate, Providence for New York.
Scar Chas Dennis, Providence for New York.
Schr I H Borden, Baker, Fall River for New York.
Schr Eli Townsend, Nichols, Providence for New York.
Schr Niagara, Worden, Stonington for New York, with stone to order.
Schr Sparkle, Shropshire, Stonington for New York.
Schr Atlantic, Black, Pawtucket for New York.
Schr Daniel Webster, Gorham, Fall River for New York.
Schr Elias Ross, Ross, Fall River for New York.
Schr Zelia Hollowell, Prescott, Me, for New York, with timber to Jed Fry & Co.
Schr R S Dean, Wright, Taunton for New York.
Schr Samuel Crocker, Roders, New London for New York.
Schr Henry May, Hatch, Weldon for New York.
Schr Nabob, Cheating, Newburyport for New York.
Schr Whistler, Keefe, Taunton for New York.
Schr Velma, Plunkett, Fall River for New York.
Schr Prospect, Handy, Warren for New York.
Schr William D Mangum, Chase, New Bedford for New York.
Schr Hero, Baker, Gloucester for New York.

BOUND EAST.

Brig H P Dewey, Hoey, Weehawken for Portland.
Schr Henry Bushman (Br), Morris, New York for Tralee.
Schr J M Stevens (Br), Edgett, New York for St John, NB.
Schr Ella Jane, Smith, New York for Bridgeport.
Schr Sylvester Hale, Coleman, New York for Taunton.
Schr Equal, Titus, New York for New Bedford.
Schr Maggie Hartman, Smith, Hoboken for Boston.
Schr Noctlight, Allen, New York for Calais.
Schr Hudson, Post, Hoboken for New London.
Schr Osprey, Paton, New York for Noank.
Schr Ripple, Brown, New York for Noank.
Schr Alice C Noyes, Baker, Newburg for Pawtucket.
Schr John Losier, Lincoln, New York for Taunton.
Schr New Regulus, Beard, Hoboken for Providence.
Schr Bay State, Buckley, New York for Boston.
Schr Henry Clark, Cameron, Hoboken for Boothbay.
Schr Surge, Warwick, Trenton for Hartford.
Schr A Oakes, Marsden, New York for Boston.
Schr Harriet & Sarah, Dudley, Albany for New Haven.
Schr J Rich, Dudley, Baltimore for New Haven.
Schr Wm Mayo, Cook, Rondout for New Haven.
Schr Success, Benson, Newburg for Providence.
Schr J Paine, Hall, New York for Provincetown.
Schr Neptune, Coombs, Weehawken for Boston.
Schr Miel, Nunsey, Weehawken for Fall River.
Schr Casper Lawson, Gordon, Hoboken for Stonington.
Schr Eureka, York, New York for Boston.
Schr George Temple, Schofield, New York for New London.
Schr Sarah Jane, Barto, Newburg for New Haven.
Schr Pavilion, Prescott, New York for Warren.
Schr Ida Palmer, Palmer, New York for New Haven.
Schr Haze, Mowamee, New York for Greenwich.

SAILED.

Steamers Pommerania (Ger), for Hamburg; Italy (Br), London; Maas (Dutch), Rotterdam; Canima (Br), Bermuda; City of New York, Havana; Montgomery, Fernandina, &c; Isaac Bell, Richmond, &c; ship Constantine, London; barks Grellina, Copenhagen; Mary Ann (Br), Hull; Chinaman (Br), Shanghai; Neversink, Carthenas; Urbano (Ital), London; William Oswald, Oporto; Ella Vose (Br), Calais; Gaistina (Nor), Lisbon; brigs J Henderson, Nuevitas; Renshaw, Guantanamo; Mesha (Nor), Arendal; Chas Dennis, Savannah; Annie Vail (Br), do; schrs Portland, St Pierre; Cyrus Fossett, Cardenas.

MARITIME MISCELLANY.

☞ For particulars of the sinking of steamer Vicksburg, attended with the loss of about forty lives, see general news columns.

BARK MARIA MCNEIL, Heron, from Pass Christian for Montevideo, which put into New Orleans May 21, leaky, resumed her voyage June 10, having repaired.

BARK MARIE LOUISE, for New York, previously reported blown ashore at Colombo, is a French vessel.

SCHR LIZZIE MAY, from New York for Richmond, ashore on Deal Beach, is to be stripped, as there is little hope of getting her afloat. The hay portion of the cargo has been rendered worthless by being under water.

SCHR GEO SAMPSON, Stewart, Saybrook, Ct, for New York, was run into morning of June 8, at 2 o'clock, by steamer City of New Bedford, from New Bedford for New York, carrying away bowsprit and breaking jibboom and cathead. She put into New Haven same day, and would go to Fair Haven for repairs.

SCHR CHAS E SEARS, from Shulee, NS, for New York, before reported taken into Hopewell, NS, derelict, arrived at Lubec, on June 7. The salvors received $1,300 paid for towing her into Hopewell and the tug $275 for towing her to Lubec. The hull is in good condition, with the exception of the keel, which is started forward. All the sails except the topsails were saved; also the running rigging, small spars and one chain and anchor.

SCHR WM H JOHNSON, Richardson, from Matanzas for Queenstown, run into Providence June 9 for a new jibboom and a supply of provisions.

BALTIMORE, June 10—A pilot who arrived up yesterday reports a small schooner capsized off James' Point, lying right in the track of vessels bound up and down the bay, her topmast gone, well on her broadside.

HALIFAX, NS, June 10—schr Alval, which arrived here yesterday from Barlottetown, reports that when off Country Harbor Ledges saw the wreck of a schooner of about 60 tons, apparently not long in that condition, on which was a second hand steam boiler; took it off and brought it here.

PORTSMOUTH, June 10—The ship Nile, which arrived at this port to-day from Liverpool, reports:—May 30, lat 37, lon 66, passed a brig partially dismasted, steering N.

QUEBEC, June 10—Capt Nixon, of the brig St George, reports having spoken on the 16th of May, on Grand Bank, the American schr F S Smith, who wished to be reported that she was getting plenty of fish.

WHALEMEN.

Arrived at Seychelles April 14, bark Lathia, Craw, from a cruise and sailed 28th for New Bedford.

Letters received by the owners, Haven Williams & Co, New London, from schr Florence, at Sandy Point, reports that the cargo of sealskins had been shipped to London. The Florence will remain out another year.

SPOKEN.

Ship Europa (Br), Phillips, from Portland, O, for Queenstown, May 10, lat 6 25 N, lon 19 35 W.

Ship Heroa (Nor), Olsen, from Portland, O, for Queenstown, April 13, lat 18 S, lon 24 W.

Ship Transit, Percy, from Liverpool for New Orleans, May 25, lat 48 36, lon 6 54.

An American ship, showing signal letters HPVG, May 17, lat 42 N, lon 45 W.

Bark Minnesota, from Boston for Charleston, June 8, lat 40 20, lon 72 12.

Bark John Shepperd, from Boston for Melbourne, June 7, lat 41 38, lon 66 03.

Bark Impt (Rus), from New York for Hamburg, May 15, lat 41, lon 46.

Bark John Worster, Winn, from New York for Batavia, April 15, lat 12 59 S, lon 31 04 W.

Bark Guiona (Br), from Liverpool for Halifax, May 26, No lat, &c.

Bark Susan M Dudman (Br), Durkee, from Liverpool for Philadelphia, May 19, lat 47, lon 23.

Bark Alma (Nor), bound west, May 24, lat 50, lon 13.

Brig Kewadin (Br), Peterkin, from Baltimore for Rio Janeiro, May 4, lat 25 20 N, lon 43 29 W.

NOTICE TO MERCHANTS AND