STREET SPRINKLING.

Cooling the Pavements and Laying the Dust.

How the Streets Were Watered Long Ago.

WHERE $2,000,000 ANNUALLY GO.

There is urgent need of reform in the matter of sprinkling the streets of this city. As at present carried on it is characterized by want of system, plan or method. While some few of the streets are kept well watered others are only moderately sprinkled, others abandoned to aridity and dust. It often happens, moreover, that those parts of the city which need sprinkling most get it least, while those that need it least get it most. It is not strange that the matter should stand as it does when it is borne in mind that there is no such thing as a general system, and nothing of the kind pretended. The matter of sprinkling any particular street, as now conducted, is left to the caprices of those who happen to reside or do business upon that street, and, unless they see fit to do the proper thing, dusty streets will be the standing order for the summer.

THE OBJECT OF SPRINKLING

is to serve two ends—a sanitary purpose, and to preserve the curtains, hangings, furniture and interior decorations of the private dwellings, as well as the goods, laces and delicate fabrics in the shops and wholesale houses on all the business thoroughfares. If sprinkling were entirely omitted the annual destruction would amount to many millions of dollars. The very products of combustion arising from the chimneys of factories, together with the dust and other deleterious substances swept abroad on the wings of winds, would render business or residence almost impossible upon this island. As sprinkling is now carried on, however, it is one of those few private institutions, managed entirely by private parties, which has never passed under the jurisdiction of the city government.

THE PRESENT PLAN.

All the sprinkling is done by the voluntary contributions of those who reside or do business upon the streets which are sprinkled, and the city government contents itself with simply granting licenses to those who may do the work. Wherever a street is sprinkled as it ought to be the expense of doing it is borne very unequally by the abutters, as there are always some who refuse to subscribe their proportional part; while, as has been already stated, the inhabitants of some streets which are among the dryest in the city do nothing whatever. The present *régime* has lasted altogether too long, and the public is anxiously longing for something better to take its place.

AS A SANITARY MEASURE.

The watering of streets as a sanitary measure concerns not only the occupants of particular streets but the whole city. If the granting of licenses for sprinkling the streets be placed in the hands of the Board of Health it would be a step in the right direction, but it would also stop far short of what is required. The sprinkling of streets is as important, regarded from a sanitary point of view, as the cleaning of streets, and there is no reason why street sprinkling should not be classified with other sanitary measures as requiring the active superintendence of the Board of Health. The beneficial effects of street sprinkling are no more confined to the particular street which is sprinkled than is the benefit of a paved sidewalk confined to those who but upon that sidewalk, and there is no more reason in saying that the one expense should be borne by the inhabitants of a particular street than in saying that the expense of paving a sidewalk should be borne by those whose tenements front upon it.

THE QUESTION OF ECONOMY.

Considered from an economical point of view a great saving could be made by instituting a change and having the work performed under the jurisdiction of the city government. As the contracts are now made competition is practically ruled out. The contractor goes round in the spring, and finds out how much each individual is willing to pay, but he is the only one who knows how much his bids foot up. This being the case, no one is able to compete with him by underbidding, and the result is that the wily waterman is monarch of all he surveys. By some it is thought that municipal management of any such enterprise as street sprinkling is apt to degenerate into jobbery, but no serious apprehension of any change for the worse need be felt.

HISTORY.

Street sprinkling began in 1821. This is the earliest authentic date, though no doubt water was much in favor with the old-time Knickerbockers. But previous to that time, it should be remembered, New York abounded in creeks and inland streams, where the washing of the thoroughfares was much easier than it became at a later day. After 1821 the water trucks were filled by the operation of an old fashioned double brake pump, down at the North River, in the vicinity of Chambers street, where the watermen were wont to drive their casks, and then delight the burning countenance of the growing city by bathing its face in salt water.

THE CHOLERA.

But in 1832, when the frightful malady of cholera was raging all over Manhattan Island, the health authorities imagined that salt water was injurious from the decomposition of vegetable matter contained in it, and they therefore ordered its use to be discontinued, substituting fresh water in its place. In 1842 Croton was introduced, and then began a new system for New York, better for the public health in every particular.

FLUSHING THE STREETS.

In 1870 Mr. W. E. Worthen, in an elaborate proposition, presented to the Board of Health, of which body he was engineer, a project providing for the erection of two powerful pumping engines—one at Canal street, near Broadway, and the other at the reservoir in Forty-second street. It was to be the duty of these engines to pump water from the North River through large mains and branch pipes and distribute salt water over the surface of the entire city. Over 1,100 street hydrants were to be erected on the corners for the Fire Department, with which to flush the streets.

A VAST WATER POWER.

It was proposed to make the water thus undermining the city the agent of a vast water power, by which goods could be hoisted, ships discharged, engines turned and a valuable force introduced to expedite the removal of merchandise, by which New York could possess a water power unequalled in the Union. This grand scheme of the distinguished engineer was dismissed by Mr. Manierre, who treated the whole subject as a joke. Competent authority asserted that the plan was undoubtedly one of the most practicable ever presented to the public. Its full development would cost nearly $3,000,000, but according to Mr. Worthen's statement the annual municipal revenue would considerably exceed the expenses of keeping up the system.

OBJECTIONS TO SALT WATER.

The chief objection to the system proposed by Mr. Worthen was that salt water applied to the streets may be deleterious to health, or, used to extinguish fires, may destroy goods and fabrics, being, as it is, such an enemy to all colors. The intolerable condition of the streets, fraught with its fearful promise of disease in the approaching hot weather, is a subject for anxious consideration by every citizen, and the introduction of a new system should be thoroughly tested before it is universally adopted.

SUBSTITUTES FOR SPRINKLING.

During the past few years eminent sanitarians have been experimenting with a view either to procure some chemical substitute or to introduce some agent other than water by which the dust can be laid and the atmosphere cleansed and purified. It is well to premise that all efforts to supersede water have been fruitless failures. Occasionally some chemist of repute would, by a grand display of integers and some mysterious decimals, attempt to make a show of an experimental compound, but a brief trial has always proved convincing.

THE BRITISH ASSOCIATION.

In one of the sessions of the British Association held a few years ago a suggestion was made, which is quite as worthy of consideration here as in any European city, to dispense with the present mode of watering streets by means of water alone and to substitute for it chlorides of sodium and of calcium dissolved in water in the proportion of one pound of the mixed salts to one gallon of water. This suggestion in our present partial and ineffective manner of watering the streets by private enterprise, when only an occasional block is subjected to the watery process, would be serviceable only where it could be put into operation, but could not be of any general advantage unless universally used, and this could not be accomplished unless the city authorities could control and direct it, which they might do advantageously and at a much smaller cost to the people than is now incurred by the private system.

It was proposed not long ago to overspread the surface of the public streets of the city with a thin stratum of a preparation which would give coolness to the streets by absorbing moisture from the ground, thus practically accomplishing the same end as if the streets were sprinkled with water, while the coolness would be continued. In opposition to this scheme it was urged that poisonous vapors would arise from the exposed body and endanger public health. This killed the enterprise, and with good reason, too, for the streets are made receptacles for the deposit of all kinds of animal, vegetable and mineral débris susceptible to the action of any powerful chemical, and under such a multitude of chemical unions as could be found on Broadway alone, for instance, poisonous gases might be evolved and the body might be the forerunner of destruction or disease.

DANGER.

There can be little doubt that much of the native disease existing in this and the large cities of America, as well as in the capitals of Europe or among the vast populations of Asia, is due to a diseased condition of the atmosphere, superinduced by the putrefaction of animal or vegetable matter subjected to the action of some undiscoverable chemical agent, and, instead of encumbering the pavement with any more foreign bodies, an effort should be made to remove those already accumulated by travel and traffic. This can only be done by cleansing and sweeping, and the pavements can be kept in a healthy state, when clean, if sprinkled often and well.

NOTHING LIKE WATER.

While there is nothing to be deprecated in these sanitary experiments it is safe to say that water will always command the greatest public confidence, and that its simple properties are better adapted to street sprinkling than that of any other body that can be known or mentioned. As the season will soon be at hand when effective street sprinkling will be a matter of great service both to comfort and health, the work should be under the supervision and control of agents only who could insure its proper accomplishment.

DIFFERENT KINDS OF PAVEMENTS.

There are but three kinds of distinctively marked pavements laid down in the city—the Belgian and other stone pavements, the Nicolson and the asphalt. The stone pavements are the best to sprinkle, because they do not dry as soon as the others, and because the surface is not wholly porous and spongy. The Nicolson comes next in order. The water as soon as it is applied is absorbed and it has no time to attract the dust of the atmosphere. The asphalt is worse yet. It instantly absorbs, and being a good conductor from its loose stratification the heat soon makes vapor of the water. Thus for coolness the Belgian excels all others.

THE WATER TRUCKS.

The present system of street sprinkling was introduced in 1842 with the introduction of Croton water. The water is obtained from fire hydrants, and only such as are specified by the Department of Public Works can be used, and then the sprinkler must confine himself to the limit laid out by the authorities. Each truck sprinkles its own particular section four times a day, and each sprinkling necessitates the use of ten casks of water, each holding 200 gallons. It is therefore easy to compute the actual amount of water expended. Each cask discharges 8,000 gallons a day. On the average about 16,000 gallons a day to the mile are used. But it should be remembered that but two-thirds of the city are ever sprinkled. It is estimated that there are 500 miles of street on the avenues sprinkled in New York, necessitating the use of 8,000,000 gallons of Croton water daily, the cost of which is $1,200. By regulation the watermen are required to pay one and a half cents for every 100 gallons.

THE SPRINKLING SEASON

begins April 1 and closes December 1; but not more than two-thirds of this interval is consumed in sprinkling, for clouds overcast and wet days generally monopolize one-third of the time. There is a great art in telling the exact time to sprinkle, and the practice of economy in this regard deserves to be enumerated among the fine arts. The proper time to sprinkle begins at six o'clock in the morning, when the truck sets out and lays a mantle of dampness over the street. Broadway is sprinkled in four bands—that is, the truck has to traverse the distance four times before the entire width is sprinkled. By the time the last band is laid down the first is dry and the operation is renewed.

HOW IT PAYS.

For all this labor the watermen are compensated by voluntary subscriptions, in sums ranging from twenty-five cents to $1 per week. Hundreds shirk paying even this paltry sum, but are still willing to have the benefit of the sprinkling. From $25 to $60 a week is made by the watermen. It is estimated that the residents of this city spend $2,000,000 annually for sprinkling the streets.

SCARCITY OF CROTON.

The use of 8,000,000 gallons of water daily in a dry season will form a serious obstacle. During the summer of 1869 the Croton was so low that the Health Department forbid its use for street sprinkling. A report was submitted at the time that fully established the fact that it was possible to devise an inexhaustible supply of water from the rivers to daily wash the streets as with a flood of rain. In addition to the other advantages offered was the establishment of public salt water baths in any part of the city with but little expense.

FINE ARTS.

CENTENNIAL EXHIBITIONS IN NEW YORK.

An exhibition of paintings will open at the Leavitt Art rooms, No. 817 Broadway, on Monday or Tuesday, which will divide the interest now concentrated in the Loan Exhibitions at the Academy and Art Museum. The collection numbers about 150 works, which are just from the Custom House. One of the principal pictures is Bertrand's "Romeo and Juliette," life size, and "Columbus in Prison;" also a life size figure, by Gallait; about half a dozen by Escosura; about the same number by Koekkoek, a Troyon, a Schreyer; one by Indoni, and others by Verboeckhoven, Pollik Bela, Van Luppen, Baldini, Baron, Meissonier, Detti, Bangniet; one by Herman Ten Kate, containing eleven figures; a flock of sheep and a shepherdess, by Charles Jacque; a cat and dog, by Lambert, and examples of J. L. Brown, Manchot, Coomans, Faustini, Perrin, Goupil, Zamacois, Willems, De Jonghe, Perrault, Toulemouche, Piot, De Kuyvel and many more.

The Centennial Loan Exhibitions at the National Academy of Design and Metropolitan Museum of Art will be opened to the public on Friday morning.

To-day is the last on which the gallery of Mr. August Belmont, on Fifth avenue and Eighteenth street, will be open in connection with the Loan Exhibition.

THE CENTENNIAL EXHIBITION.

MEDALS TO BE AWARDED—OPENING OF THE CALIFORNIA BUILDING.

PHILADELPHIA, June 21, 1876.

The judges in group 21, on metal, wood and steel working machinery, have nearly completed their work. Out of 600 exhibits in their group more than 300 will receive bronze medals with written certificates of excellence. All of the reports of this group will be presented before the 1st of July.

The California building was opened at two o'clock this afternoon, with music and speeches. A collation was served about three o'clock, with a liberal supply of California wines. There was a large attendance, including many Californians. The large hall in the building is decorated with California woods, which attract much attention from visitors. A quantity of Californian products will be displayed there in a few days. The building was erected entirely by private subscription.

OUR COMING ROYAL VISITOR.

The son of the King of Sweden and Norway, Oscar II., naval cadet on board the Swedish frigate Nyköping, is, according to instructions, to arrive at Philadelphia on Saturday next. The Norrköping, another ship-of-war, accompanies the Nyköping. The Balder, a third vessel, which has been for some time in these waters, has received orders from Sweden to rendezvous there on the 24th inst. likewise. The Swedish and Norwegian singing societies in this city intend to serenade the sailor Prince when he arrives. He will probably be the guest of Mr. Christian Bors, the Consul General of Norway and Sweden. The Prince is to proceed to New York forthwith after his arrival in Philadelphia. Here he will visit the most interesting features of the city, then pay a flying visit to Niagara and return to Philadelphia in time for the grand celebration of the Fourth of July.

FRENCH WORKINGMEN.

A quarrel has taken place among the French workingmen of this city as to the reception of the French workingmen from Paris who are to visit the Centennial. Meetings have been held and preparatory arrangements were made for their reception until within the last few days, when secession took place. The Communists who co-operated with the movement withdrew when it became known that the workmen were to be sent to the Centennial under French government control. They thereupon organized themselves into a committee at No. 102 Prince street. Here it was resolved that they would receive, at their own cost, their French brethren who came to the Centennial as representatives of the French trades unions. A large quantity of money has already been subscribed for the reception of the workingmen by the committee, which meets nightly at No. 102 Prince street.

THE CENTENNIAL IN JERSEY CITY.

The preparations for the centennial celebration in Jersey City have been completed. The chairman, Mr. F. G. Wolbert, collected the sum of $1,130, which, added to the appropriation by the Board of Aldermen and the subscriptions yet to be collected, will enable the committee to carry out the celebration on a grand scale. On the night of the 3d of July there will be a grand torchlight procession of the Knights Templars, the American Mechanics and the Grand Army of the Republic through the principal streets of the city, and the houses along the route will be illuminated. On the morning of the Fourth there will be exercises in Kepler Hall. Mayor Stedler, Sheriff Laverty, the ex-Mayor and Board of Aldermen will be escorted to the hall by the Fourth regiment. The German and Irish societies, having been snubbed by the committee, will not join in the procession, but will have an independent parade and celebration.

MACKEREL AT HALIFAX.

HALIFAX, June 21, 1876.

Mackerel have struck in on the western shore of Halifax county:—This is much earlier than usual.

Advices from the Magdalen Islands to the 19th inst. report that the net mackerel fishing there was a failure. Codfish continued scarce. A large fleet of British and American vessels were around the islands trawling for cod and halibut.

SALMON FISHING.

OTTAWA, June 21, 1876.

Advices from Gaspe state that salmon fishing promises well. The nets set at Peninsula have caught more fish at the present date than during the whole of last season. The water is still high in the rivers. Cod fishing commenced at Perce on the 9th inst.

WEST POINT CADETS.

WASHINGTON, June 21, 1876.

The following named candidates for admission having passed the Academic and Medical Board, and having been otherwise duly qualified, are admitted to the Military Academy as conditional cadets, to rank from the 14th inst.:—

Name.	*Congressional District.*
Batchelor, Joseph B., Jr.	Fourth North Carolina.
Bell, George A.	At Large.
Bradly, George W.	Sixth New Jersey.
Brent, Andrew M.	First Virginia.
Byers, James J.	Ninth Georgia.
Call, Asa F.	Ninth Iowa.
Carter, Oberlin M.	At Large.
Cowles, W. H.	Dakota.
Dickman, Joseph T.	Fifth Ohio.
Dunning, Samuel W.	Twenty-sixth New York.
Garvin, Thomas E., Jr.	First Indiana.
Hammond, Andrew G.	First Connecticut.
Hess, Isaac E.	Fourth Maryland.
Holton, Frederick D.	First Vermont.
Hunter, Charles H.	At Large.
Kennon, Lyman W. V.	First Rhode Island.
Leeds, William H.	Second Pennsylvania
Leonhaeuser, Harry A.	Twenty-second Penna'vania
Marshall, Paul E.	Third New York
Martin, Arthur I.	Twelfth Illinois
McGrath, Hugh J.	Seventh Wisconsin
Morgan, George H.	Third Minnesota
Northrup, Hubert O.	Third Michigan
Roy, John B.	At Large
Roberts, Harris L.	At Large
Rose, Joshua	Third New Jersey
Ruff, John D.	At Large
Sands, George H.	At Large
Scott, Albert B.	At Large
Severver, Benjamin S.	Eighteenth New York
Sharp, Henry G.	At Large
Stewart, Charles	Eighth New York
Strong, Frederick S.	Fourth Michigan
Summers, Jr., John E.	At Large
Torrey, Zerah W.	Second Massachusetts
Tripple, Percy E.	Eighth Georgia
Upton, George N.	At Large

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	*Sails.*	*Destination.*	*Office.*
State of Nevada	June 22.	Glasgow	72 Broadway
P Caland	June 22.	Rotterdam.	50 Broadway
Hammonia	June 22.	Hamburg	61 Broadway
Britannic	June 24.	Liverpool	37 Broadway
Egypt	June 24.	Liverpool	69 Broadway
Elysia	June 24.	London	7 Bowling Green
St Germain	June 24.	Havre	55 Broadway
California	June 24.	Glasgow	7 Bowling Green
Mosel	June 24.	Bremen	2 Bowling Green
Bothnia	June 28.	Liverpool	4 Bowling Green
Lessing	June 29.	Hamburg	61 Broadway
State of Indiana	June 29.	Glasgow	72 Broadway
City of Berlin	ly 1.	Liverpool	15 Broadway
Italy	July 1	Liverpool	69 Broadway
Ethiopia	July 1.	Glasgow	7 Bowling Green
Donau	July 1.	Bremen	2 Bowling Green
Labrador	July 1.	Havre	55 Broadway
Wyoming	July 4.	Liverpool	29 Broadway
Abyssinia	July 5.	Liverpool	4 Bowling Green
Wieland	July 6.	Hamburg	61 Broadway
W A Scholten	July 6.	Rotterdam.	50 Broadway
Canada	July 8.	Havre	55 Broadway
Germanic	July 8.	Liverpool	15 Broadway
The Queen	July 8.	Liverpool	69 Broadway
Victoria	July 8.	Glasgow	7 Bowling Green
An ia	July 8.	London	7 Bowling Green
Rhein	July 8.	Bremen	2 Bowling Green
Russia	July 12.	Liverpool	4 Bowling Green
State of Pennsyl'a	July 13.	Glasgow	72 Broadway
Frisia	July 13	Hamburg	61 Broadway
City of Chester	July 13.	Liverpool	15 Broadway
Neckar	July 15.	Bremen	2 Bowling Green
Bolivia	July 15.	Glasgow	7 Bowling Green
Amerique	July 15.	Havre	55 Broadway
Celtic	July 15.	Liverpool	37 Broadway
Spain	July 15.	Liverpool	69 Broadway
Idaho	July 18	Liverpool	29 Broadway
Cimbria	July 20.	Hamburg	61 Broadway
Utopia	July 22.	London	7 Bowling Green
City of Richmond	July 22.	Liverpool	15 Broadway

☞NOTICE TO CAPTAINS OF VESSELS IN THE COASTING AND FOREIGN TRADE—Captains or officers of vessels engaged in the coasting or foreign trade, observing the displacement or removal of sea buoys, are requested to communicate the fact to the HERALD, so that it may be brought publicly to the attention of the proper authorities. A letter addressed "to the editor of the HERALD, New York city," giving as accurately as possible the number and position of displaced buoys or the cause of their removal, will suffice in all cases observed along the Atlantic and Pacific coasts of the American Continent. When they are observed on the coast of European countries or in the Mediterranean it is requested that information be sent either by telegraph or letter to the London office of the NEW YORK HERALD, 46 Fleet street, London, or to the Paris office, 61 Avenue de l'Opera, Paris. Where the telegraph is used despatches may be addressed "Bennett, 46 Fleet street, London," or "Bennett, 61 Avenue de l'Opera, Paris." Where cases of displacement are observed in the waters of countries beyond the reach of the telegraph, as in Asia or Africa, captains may communicate with us upon reaching the first convenient port. This information will be cabled free of charge to the HERALD and published.

☞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 29		Gov. Island	eve	9 10
Sun sets	7 34		Sandy Hook	eve	8 25
Moon sets	8 54		Hell Gate	eve	10 55

PORT OF NEW YORK, JUNE 21, 1876.

ARRIVALS.

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

US revenue Cutter, Crawford, Davis, Savannah 80 hours. Come to this port for repairs.

Steamer State of Indiana (Br), Sadler, Glasgow, June 9, and Lame 10th, with mdse and 154 passengers to Austin, Baldwin & Co. June 12, lat 54 32, lon 17 37, spoke steamer Pandora, bound to the Arctic regions.

Steamer Labrador (Fr), Saugier, Havre June 7 and Plymouth 10th, with mdse and 185 passengers to Louis de Bebian June 15, lat 49 11, lon 37 54, passed bark Activ (Nor), from Dover for Doboy; 6th, lat 40 25, lon 70 45, bark Emma Paysant (Br), from Sydney, CB, for Baltimore.

Steamer Newton (Br), Lyons, Rio Janeiro May 26, Bahia 31st, Pernambuco June 2 and Para 8th, with mdse and passengers to Busk & Jevon.

Steamer Crescent City, Curtis, Aspinwall via Havana June 14, with mdse and passengers to Wm P Clyde & Co.

Steamer Columbus, Reed, Havana June 17, with mdse and passengers to Wm P Clyde & Co.

Steamer City of Houston, Deering, Galveston June 14 and Key West 17th, with mdse and passengers to C H Mallory & Co.

Steamer New Orleans, Bearborn, New Orleans June 15, with mdse and passengers to Clark & Seaman.

Steamer San Salvador, Nickerson, Savannah June 17, with mdse and passengers to Wm R Garrison.

Steamer Regulator, Doane, Wilmington, NC, 3 days, with mdse to Wm P Clyde & Co.

Steamer Richmond, Kelley, Richmond, City Point and Norfolk, with mdse and passengers to the Old Dominion Steamship Co.

Steamer Albemarle, Gibbs, Lewes, Del, with mdse to the Old Dominion Steamship Co.

Steamer Allentown, Tuttle, Philadelphia, with coal to the Reading RR Co.

Bark Galveston (Ger), Kobenkamp, Liverpool May 11, in ballast to C Tuling & Co.

Bark Esan (Aus), Marassi, London 38 days, in ballast to Slocovich & Co.

Bark Scotia (Br), Hines, Belfast 35 days, in ballast to Hatton, Watson & Co.

Bark G C Stanford (Ital), Maresca, Lisbon 28 days with salt, to Lawrence, Giles & Co.

Bark Antonio Ferraro (Ital), Ferraro, Genoa via Gibraltar 30 days, in ballast to Funch, Edye & Co.

Bark Acadia (Br) Ganion, Acusdilla, PR, 10 days, with sugar to J V Onatavia; vessel to Hatton, Watson & Co.

Brig Luin (of St John, NB), Given, Cow Bay, CB, 13 days, with coal to Perkins & Job; vessel to Blakely, Colwell & Co.

Brig A G Jewett, Reed, Philadelphia June 12 and the Capes 19th for Marseilles, with mdse to James E Ward & Co. After leaving the Capes the vessel commenced to leak badly, and when 100 miles SE of the Highlands, the leak increasing, bore up for this port.

Schr Edwin James (Br), Roberts, Harbor Island 5 days, with fruit to Joseph Emeas.

Schr Vapor, Chamberlin, Richmond, Va.

Schr Breeze, Cranmer, Richmond, Va.

Schr Exertion, Lyman, Virginia.

Schr J M Vandervoort, Brown, Virginia.

Sloop Irene, Ward, Virginia.

Schr A J Alcott, French, Virginia.

Schr W R Hickman, Robertson, Virginia.

Schr J P Cake, Soot, Virginia.

Schr Two Marys, Crowley, Virginia.

Schr Carrie, Johnson, Georgetown, DC.

Schr Breeze, Cranmer, Georgetown, DC.

Schr W G Dearborn, Scull, Georgetown, DC.

Schr Wm G Dearborn, Scull, Georgetown, DC. Is bound to New Haven.

Schr J H Hoyt, Lyon, Baltimore.

Schr J H Hoyt, Lyon, Baltimore. Is bound to New Haven.

☞Steamer Bothnia (Br), from Liverpool, which arrived 20th, reports June 16, lat 44 17, lon 44 38, passed bark Cambria (Br), bound east; 20th, 115 miles east of Sandy Hook, passed a German bark bound west, showing signal letters QRKW.

☞Bark Leocadia (Ger), which was anchored in the Lower Bay, came up to the city PM 21st.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer Eleanora, Johnson, Portland for New York.

Steamer Glaucus, Bearse, Boston for New York.

Steamer Delaware, Smith, Fall River for New York.

Schr J L Crossley (Br), Crossley, Windsor, NS, for New York.

Schr Amos Walker, Walker, New Haven for New York.

Schr Susan Ross, Gardiner, Connecticut River for New York.

Schr Samuel Rieker, Ricker, Tiverton for New York.

Schr Mary & Carrie, Rogers, Georges Banks for New York.

Schr M W Griffug, Stocking, City Island for New York.

Schr Odell, Winslow, Portland, Me, for New York.

Schr Louis Weish, Smith, City Island for New York.

Schr Henrietta, Mathesen, New Haven for New York.

Schr Almon Bacon, Baker, Providence for New York.

Schr Storm Child, Young, Block Island for New York.

Schr Capitol, Young, Providence for New York.

Schr Ann Elizabeth, Dean, Bangor for New York.

BOUND EAST.

Steamer Intrepid (US torpedo boat), Commander Huntington, New York for Newport.

Steamer Tillie, Ewing, New York for New London and Norwich.

Brig Memphis (Br), Reynolds, New York for Walton, NS.

Schr W W Brainerd, Fitch, Hoboken for Providence.

Schr S S Smith, Snow, New York for New Haven.

Schr Sarah, Hughes, New York for New Haven via Bridgeport.

Schr D D Crane, Crowley, New York for New Haven.

Schr Alro Pardee, Bishop, Port Johnson for Provide.

Schr H L Dayboll, Sackett, New York for New London.

Schr Reading Railroad No 43, Taylor, Trenton for New Haven.

Schr Lizzie W Matheson, McIntyre, New York for Providence.

Schr Lillie Ernestine, Roberts, Hoboken for Guilford.

Schr Thomas Ellis, Kelly, Hoboken for Dennisport.

Schr Sarah E Jones, Pettiney, Amboy for Providence.

Schr John Stockham, Hart, Amboy for Providence.

Schr Hannah E Brown, Sackett, Haverstraw for Providence.

Schr J H Predmore, Chase, Hoboken for Norwich.

Schr Louis Walsh, Smith, New York for New Haven.

Schr J P Ross, Ney, New York for Taunton.

Schr Monticello, Kenlston, New York for Boston.

Schr Zulette, Kenyon, Elizabethport for Boston.

Schr Zachary Taylor, Squires, New York for Fredericksburg.

Schr Mary, Odell, New York for Gloucester.

Schr H A Chapman, Perry, New York for New London.

Schr Winnie Lawry, Spear, Perth Amboy for Boston.

Schr Judge Low, Hallowell, Elizabethport for Providence.

Schr Flying Fish, Howard, New York for Northport.

Schr Lucy Jones, Walker, Philadelphia for New Haven.

Schr Mail, Mead, New York for Greenwich.

CLEARED.

Steamer Algeria (Br), Watson, Liverpool via Queenstown—C G Francklyn.

Steamer Denmark (Br), Williams, London—F W J Hurst.

Steamer Claribel (Br), Ferguson, Kingston, Ja, Jacmel and Port au Prince—Pim, Forwood & Co.

Steamer Cleopatra, Bulkley, Charleston—Wm P Clyde & Co.

Steamer Annie, Steen, Wilmington, Del—A Abbott.

Steamer Reading, Colburn, Philadelphia—Wm P Clyde & Co.

Steamer Philadelphia, Davis, Philadelphia—Jas Rand.

Ship Caravan, Waefelaer, Liverpool—Thos Dunham's Nephew & Co.

Ship Cornelius Grinnell, Borland, London—Grinnell, Minturn & Co.

Bark Castelar (Nor), Lund, Ipswich, E—Funch, Edye & Co.

Bark Laney (Br), Whitefield, Penarth Roads for orders—Geo P Bulley.

Bark Zvonimir (Aus), Bielevucich, Cork or Falmouth for orders—John C Seager.

Bark Candida C (Ital), Cafiero, Queenstown—J C Seager.

Bark Byfog d Christensen (Nor), Thorsen, Queenstown for orders—C Tobias & Co.

Bark Bruennow (Ger), Pagels, Bremen—Dill & Radmann.

Bark Pomona (Ger), Bohm, Koenigsburg—C Tobias & Co.

Bark Louis de Geer (Swe), Andersen, Cronstadt—Bockman, Oerlin & Co.

Bark Gudron (Nor—formerly Br bark Alice Tainter), Arveskaug, Dantzic—Benham & Boyesen.

Bark Lindesnaes (Nor), Tunesen, Dunkirk—C Tobias & Co.

Bark Torrybarn (Br), Rouse, St John, NB—Richard S C Irwin.

Bark Nordcap (Nor), Osseldsen, Baltimore—Louis Tetens.

Brig Lena (Br), Davidson, Berbice—J A Horsey.

Brig O C Clary, Delano, Barbados—Dwight & Piatt.

Brig Memphis (Br), Reynolds, Windsor, NS—B W Bertaux.

Schr Wm D Burroughs, Smith, Havre—Boyd & Hincken.

Schr Alzena, Plummer, San Sebastian (Spain)—Brett, Son & Co.

Schr Jarrett P Wright, Cropper, Cat Island—B J Wenberg & Co.

Schr Mahaska, Williams, Richmond, Va—Chas H Low.

Schr Thomas Ellis, Kelly, Dennisport, Mass—Doane & Gott.

Schr Isabel, Mather, New London—Miller & Houghton.

Schr Garland, Linsley, Hartford—Delanoy & Walters.

Sloop G A Graves, Coster, South Amboy, NJ.

Sloop Alida, McKellep, Newark, NJ—Delanoy & Walters.

Sloop Naugatuck, Wheeler, Hartford—Frank Pidgeon, Jr.

SAILED.

Steamers Algeria (Br), for Liverpool; Denmark (Br), London; Cleopatra, Charleston; Albemarle, Lewes, Del; barks Republik (Ger), Hamburg; Sandvik (Swe), Stettin; Nellie May, Bremen; Bremen (Ger), do; Emma P Harriman, Sewille; Fannie H Loring, Calais; Principe de Napoli (Ital), Cork; C L Pearson, Yokohama; brigs Augusta (Swe), Wismar; Peri, Kingston; O C Clary, Barbados.

Wind at sunset, W; at midnight, W, light.

Barometer at sunset, 29.97; at 10:30 PM, 30.03.

MARITIME MISCELLANY.

☞See arrivals at this port.

BARK COLOMBO (Br), which was stranded at Perico Island, Panama Bay, on the 25th of December last, and which was successfully floated with her entire cargo of coal, will be towed to Callao for repairs.

SCHR ADDIE E SNOW, launched at Rockland June 19, is owned by the builder and others, and is to be commanded by Capt Andrew Lord.

SCHR EMMA PEMBERTON, Murchie, from Port Caledonia for Boston, with coal, sprung aleak on the 20th inst, and put into Sydney, CB, same day for repairs.

SCHR F P BAIRD, of and for Philadelphia from Gardiner, Me, with ice, collided on Nantucket Shoals, in a thick fog, June 20, with schr Frank Jamieson, of Rockland, Me, and both damaged. Assistance was offered by Capt Johnson, of steamer Eleanora from Portland, but refused. The Baird put into Vineyard Haven 21st, with loss of bowsprit and headgear.

SCHR WILLIAM DUREN, from New York for Salem, was run into off North Brother's Island, Hell Gate, AM June 21, by the steamer Sarah, from Hartford for Philadelphia. The schr had all her head gear carried away and sprung a leak of 300 strokes per hour, and will put back to New York for repairs. The steamer is badly damaged and will be detained.

NEW BEDFORD, June 20—Steamer City of Fitchburg, from New York for this port, in coming into the lower harbor at 6:30 o'clock this morning, ran ashore on the flat off Ricketson's boat house, where she remains. Steamtug Nellie made an attempt to haul her off, but parted a large hawser in the attempt, as the tide was ebbing fast. The Nellie took the passengers and baggage ashore, and towed schr Golden Eagle alongside the Fitchburg to lighten her. As she lies on the soft bottom it is thought she will come off at high water this afternoon, and take her place on the route this evening.

LAUNCH—A new 3-masted schooner, named John A Beckerman, of 550 tons, will be launched on Friday from the shipyard of Mr Robert Crosbie, East Boston. She is fully rigged on the stocks.

NOTICE TO MARINERS.

One of the dredges now employed at the Upper Middle in Boston harbor will be set to work to-day at cleaning up the dredged parts of the channel. As the dredge will frequently shift position and moor in different localities, vessels should keep a particular lookout for it.

H F BOTHFELD, US Assistant Engineer.

Boston, June 21, 1876.

WHALEMEN.

A letter from Geo H Braywood, 2d officer of brig Rosa Baker, of Boston, reports her arrival at Barbados May 29, with 80 bbls sp oil since last report—220 bbls all told.

A letter from Capt Baker, of bark A R Tucker, of NB, reports her at Bermuda June 14, with 220 bbls sp last cruise—620 all told.

Spoken—June 9, 150 miles SE of Southwest Pass, schr Antarctic, Bell, of Provincetown, 5 months out, 55 bbls sp oil.

SPOKEN.

Ship Jane Fish, Brown, from Amsterdam for St John, NB, June 19, off Mount Desert.

Ship Marlborough (Br), Munroe, from Antwerp for Baltimore, May 25 lat 45 18, lon 30.

Ship Moonlight, Waterhouse, from Philadelphia for Shanghai, April 20, lat 8 40 S, lon 29 30 W.

Ship Oakland, Reed, from Independencia Bay (Feb 17) for Valencia, April 29, lat 1 23 N, lon 30 20 W.

Ship William Leavitt (Br), from Callao for Falmouth, E, April 17, lat 39 50 S, lon 35 15.

Ship Semiramis, Schulenberg, from Antwerp for Baltimore, June 8, lat 50, lon 7.

Ship Topgallant, Phillips, from London for New York, June 6, off Cape Cod.

An American ship, showing JPGL (?), steering south, was seen May 1, lat 4 50 S, lon 20 29 W.

An American ship, showing JDMH (?), from Cardiff for Japan, was seen May 27, lat 16 N, lon 26 W.

Bark James G Pendleton, Gilmore, from Cardiff for Rio Janeiro, May 2, lat 5 N, lon 30 W.

Bark Concord (Nor), from London for Philadelphia, June 20, no lat, &c.

Bark Christina (Br), from Liverpool for Rio Janeiro, May 15, off Rio Janeiro.

Bark Attila (Nor), Jansen, from Amsterdam for New York, May 28, lat 44, lon 28.

Bark Casma (Br), Irving, from Liverpool for San Francisco, April 13, lat 8 30 S, lon 29 21 W.

Bark Star Queen (Br), Skelton from New York for New Zealand, May 5, lat 7 51 N, lon 29 50 W.

The Helen Marion (Am), 94 days from West Coast of South America for Cork, was seen May 29, lat 43 42 N, lon 27 14 E. [Bark Helen Marion, Mundy, sailed from St John, NB May 13, for Liverpool.]

A vessel, showing LKNW (?), from New York for Sydney, NSW, was seen April 16, lat 25 42 S, lon 33 W.

Schr Neptune, 60 days from New York, bound south (so reported), April 20, lat 23 54 S, lon 28 45 W.

NOTICE TO MERCHANTS AND CAPTAINS

Merchants, shipping agents and shipmasters are informed that by telegraphing to the HERALD London Bureau, addressing "Bennett, No. 46 Fleet street, London," or to the Paris office, addressing "Bennett, 61 Avenue de l'