HENRY WALTERS.

He Attempts to Cut His Wife's Throat and His Own.

"I'LL SWING FOR YOU"

A Thrilling Tragedy Enacted in the Streets.

A tragic street scene of attempted murder and suicide occurred at about half-past seven o'clock last evening. A man and woman stood talking together in front of No. 31 Stanton street, and as words between them came faster and louder quite a crowd of urchins gathered around. The dispute had not lasted long when a shriek from the woman, as she fell to the ground, attracted the attention of a score of men and women, who ran to the spot. There the woman lay upon the sidewalk, a stream of blood flowing from a cut on her neck. Her assailant ran off before the fast gathering crowd knew what had happened. The impression prevailed that a robbery had been committed and a hundred men and boys joined in chasing the fugitive, who ran like a deer, carrying in his hand the blood stained razor with which he had attempted the woman's life. A cry of "Murder!" "Watch!" "Stop, thief," followed him as he ran along Stanton to Forsyth street, where he turned the corner and continued his flight up as far as Houston. The crowd and the excitement were increasing with every step. Suddenly, as he reached the upper side of Houston street, he came to a halt. The howling crowd quickly gathered round, but before any one had time to lay hands upon him he lifted the razor to his throat and drew it three times across. Bleeding he fell to the ground. An officer now came upon the scene and drove back the surrounding people. A few moments later the man was carried into a drug store at No. 135 East Houston street, where he remained nearly an hour before the arrival of the ambulance in which he was conveyed to Chambers Street Hospital. The few who remained beside the bleeding form of the woman carried her to a neighboring drug store, from whence she also was removed to the Chambers Street Hospital.

A TALE OF WEDDED MISERY.

Upon their arrival at Chambers Street Hospital their wounds were found to be dangerous, but not necessarily fatal. Coroner Woltman was summoned to take their ante-mortem statements. Both were delirious most of the time while the Coroner was present, and the testimony was somewhat incoherent. The woman's statement was to the effect that her name was Mrs. Walters; she was married in 1872 and was twenty-five years of age; her husband had been in the habit of abusing her, and about a year ago she had him arrested for beating her. He was sentenced to the Penitentiary for one year, but, through influential friends, secured his liberty in six weeks. In July last he beat her again so badly that she was left for dead. Again and again they came together, and parted because of his abuse. He drove her out upon the street to prostitute herself to support him. He had stolen money from her to spend upon himself. She took refuge with her sister, at No. 219 Chrystie street. Her husband came there at about half-past seven in the evening, and knocked at the door. When she opened it he confronted her with an open razor. "I'll swing for you!" he exclaimed, and drew the weapon across her throat.

This was all that could be learned from her, and according to statements of witnesses to the affair the story of the occurrence is incorrect. Mr. and Mrs. Miller, with whom she was living, were moving from No. 38 Stanton street to No. 219 Chrystie, and in her raving she most likely got the two places mixed.

No satisfactory answers could be got from the would-be murderer and suicide. He raved and seemed to imagine that he was on board a train of cars, as he kept mentioning the names of stations on the Erie road.

"ALL ON ACCOUNT OF AN ITALIAN."

Roundsman Dougherty, of the Tenth precinct, on hearing of the tragedy went to the drug store where Walters had been taken. The roundsman had been in the store but a minute or so, when Walters, who was lying on the floor, beckoned for him to come near him. Dougherty knelt alongside Walters, who, in a low tone, said, "The woman whose throat I cut is my wife. I lived with her happily for a time, but she deserted me and my children and went to live with an Italian. She did not take proper care of my children, so I was forced to send them to an institution, where they are now. I have done this all on account of an Italian. I am an ex-policeman, but now am an engineer. You may have heard of me, for during the labor strike last year I ran a train on the Erie Railroad when all the rest refused, and it was understood that it was to be blown up by the strikers when it got to Attica. I am running an express train now, but where my destination is I do not know, but I guess I will soon solve the great mystery. I have a good character and never did a bad act before in my life. My mother resides at No. 31 Cottage place. Please inform her of my trouble." From loss of blood Walters, after making the above statement to the roundsman, became delirious and then insensible.

AN EYE-WITNESS' STORY.

Thomas J. Taylor, a young man residing at No. 215 Forsyth street, said:—I was standing in front of my house last night talking with my brother, when I saw a man turn the corner of Stanton street and run toward me. A moment later I heard cries of "Watch!" "Police!" "Murder!" and at the same time I noticed a crowd of people in pursuit of the man. Thinking that he might possibly be a thief I prepared myself for a run, and when the man got to where I stood I commenced to run alongside him with the intention of handing him over to the first policeman I met. When I got near the man I saw the blade of a razor with blood on it in his hand. I was somewhat scared at first, but as he did not attempt to harm me I continued on. While we were running together he turned around to me and said, "I have cut my wife's throat with this (exhibiting the razor), and before they arrest me I will kill myself. She had me arrested, and with false charges stained my good name. Besides that she robbed me, and I was forced to send my children to an institution where they would be properly cared for, because she ran away from me and went to live with an Italian. Go and tell my mother; she resides at No. 31 Cottage place." After telling the above story he suddenly halted when on the north side of East Houston street, directly opposite Forsyth street, and without saying a word more he drew the razor three times across his throat. The blood spurted from the wound in his throat after the first cut and covered his shirt front. I was thunderstruck and unable to prevent him. After inflicting the third wound he fell to the sidewalk and I with several others carried him into the drug store of Carl Ely & Co., at No. 135 East Houston street.

WALTERS' ANTECEDENTS.

About four o'clock yesterday afternoon Walters went to the house of his brother-in-law, Miller, who lived at No. 219 Chrystie street. He carried with him a stone tied up in a handkerchief. When he met Miller he struck him on the head with the stone inflicting several scalp wounds. He then left the place and was not seen again until evening when he encountered his wife in front of No. 38 Stanton street, the house from which Miller had moved during the day. The lady's name given by Walters as that of his mother who lives at No. 31 Cottage place is Mrs. Frank Walters. She is sixty-eight years of age and a widow. For some time past she has not been well and it was thought best to keep the news from her. She has two sons, William Henry, aged thirty-eight years, and Charles F., about twenty, who is employed in the Metropolitan Hotel. Her three daughters are Mrs. John Crawford, Mrs. Emma Jacobs and Mrs. Edward Dean. The husband of the last named, it is said, is the captain of a revenue cutter, and is now away in the South. William Henry, who lies in Chambers Street Hospital, was at one time a policeman and later an engineer. He has led a shiftless kind of a life. The family is a highly respectable one and at one time very wealthy. The head of the house, Mr. Francis Walters, was a resident of Oneida, this State, and president of a railroad company. He died four years ago, leaving ample provision for his wife and children, with the exception of William Henry, who was discarded for his wild manner of living. Since the death of Mr. Walters his widow and children lost most of their property by fire. Some five or six years ago William Henry became acquainted with the woman whose life he attempted last night. She is notoriously known as "Blonde Annie," an adventuress, and had a fascinating influence over him. He left her several times and assumed false names to keep out of her way, but she invariably found him out and won him back.

TIRED OF LIFE.

Louisa Walpole, aged forty years, was found last night at the corner of Broadway and Beaver street, suffering from the effects of a dose of laudanum which she had swallowed with suicidal intent. At the Chambers Street Hospital, where she was taken, she said that she had no home and was tired of life.

UNDER THE WHEELS.

A horse and wagon belonging to F. B. Massa, of No. 99 Fulton street, Brooklyn, and driven by Anthony Stoil, ran over William Haskell, nine years of age, residing at No. 466 Franklin avenue, last evening and seriously injured him.

A POLICE CHIEF INDICTED.

Jacob Hoffmeister, Chief of Police of the Town of Union, N. J., was yesterday arraigned in the Hudson County (N. J.) Court of Quarter Sessions on an indictment for assault and battery. A few weeks ago Chief Hoffmeister came upon a number of the members of Company B, Ninth regiment, National Guard, on their way home from drill. They were singing and he ordered them to stop. Private Schmidt advised his brothers to continue, and Hoffmeister took him as far as the Town Jail, but did not lock him up. The young man made complaint to the Grand Jury and an indictment was found. Judge Garretson admitted the chief to bail in $500.

OBITUARY.

GEORGE W. BLUNT.

George W. Blunt, Pilot Commissioner, and a prominent member of the Chamber of Commerce—in which organization he has held prominent places as a committeeman—died yesterday at his residence, No. 22 West Twelfth street, at the age of seventy-six years. Mr. Blunt, whose later years have been spent in this city, where he is well known to all our old citizens, as well as to the shipmasters who visit this port, was born in Newburyport, Mass., March 11, 1802. He was one of four sons who were noted in the little town of their nativity as men of energy and public spirit, and the subject of this sketch survived all of his brothers. At the age of fourteen years Mr. Blunt left his native town and adopted the sea as his home. As a sailor he won the confidence and respect not alone of his associates before the mast, but of the owners of the vessel in which he shipped, and before he had reached his majority he was promoted to the rank of second mate. During his sailor life Mr. Blunt formed an attachment for a young lady whose influence was sufficient to change his mode of life, and when he was about twenty-one years of age he bade adieu to the ocean, and settling down as a landsman made good use of the knowledge he had acquired by the publication of charts and nautical works. Up to 1866, when he sold out his business, he had published a number of contributions to the "literature of the sea," some of which were authorities with shipmasters. About 1819 Mr. Blunt was engaged in marine surveys on the Bahama Banks and the New York Harbor, neither of which at that date had been carefully surveyed. As early as 1834 Mr. Blunt, who had studied our coast lighthouse system and noted its many imperfections, called the attention of the government to them, and as a result, in 1851, the present Lighthouse Board was established and the French system of lights adopted. Previous to this—about 1845—he was appointed one of the committee to organize the present system of New York Harbor pilotage. This duty was so satisfactorily executed that Mr. Blunt was chosen a pilot commissioner—a position he has held (with the exception of a period of six months) up to the present time. In 1857, when the Harbor Commission was created, he became a member at a salary of $1,000 per year. Two years later the Legislature cut off the appropriation for this service, the Commissioners resigned, their resignations were not accepted and they performed the duty without pay and under protest. For five years Mr. Blunt was a trustee of the Seamen's Retreat, and for two years a commisioner of emigration. From the latter office Mr. Blunt was removed by ex-Governor Seymour. Mr. Blunt was an office-holder for forty-nine years, and it was his boast that for only seven years of this period did he receive compensation for his services. He was a life long opponent of Tammany Hall, having cast his first vote in opposition to it in 1823, and at every election since, even voting against its candidate—Horace Greeley, who was a warm personal friend of his—in 1872. Mr. Blunt was a devoted friend, possessing strong likes and dislikes. His friendship for those he admired was lasting; his dislike of those who he did not consider deserving of his esteem was equally strong. A prominent trait in his character was his love for any and every man who ever drew a sword or carried a musket in defence of the Union in the late war, and whenever he saw a soldier or sailor who had "fought for the flag" in time of need his hand never hesitated to go into his pocket and provide for his immediate necessities. During the rebellion he spoke so bitterly against the South, and so strongly in favor of the government, that many of his friends and customers, who were in favor of the South, deserted him and he was obliged to sell out his business. The $80,000 or $100,000 awarded him by the government, which broke up his business by competing in the publication of nautical works, was turned over to his creditors. While Secretary of the Commission of Pilots he fought the city authorities who permitted garbage to be dumped into the harbor. He enforced the law prohibiting shad poles from being planted in the harbor. This aroused the hostility of the fishermen, but it did not prevent him from going with a boat full of policemen and removing the poles and pulling up the nets. The deceased assisted and encouraged his friend Fox, Assistant Secretary of the Navy, to fit out a relief expedition to succor Major Anderson in Fort Sumter. The garrison capitulated on the day that the supplies reached the fort, which was a great disappointment to Mr. Blunt and his friend Fox. He did much in pushing forward the hell Gate improvement. General Newton was his particular friend, and when he visited him, just on the eve of his decease, the dying man spoke constantly of blasting out the channel, so that large vessels could go to sea through the Sound.

A great many good anecdotes are told of Mr. Blunt. One of the best of these relates how he prevented the election of a certain lawyer as harbor master of New York. The matter was under discussion by the Chamber of Commerce and all were debating the question of the appointment with the greatest seriousness when he suddenly blurted out the remark, "Why, you might as well make me Chaplain of the Chamber of Commerce as make a lawyer harbor master of New York." A hearty laugh was the funeral knell of that candidate's chances of appointment.

He was very particular in exacting from visitors to his place of business a proper amount of respect for himself and his office. If any one entered his private room with his hat on he would at once receive a hint to the effect that he was in the private room of a gentleman, and would be expected to act as such. If the visitor was obtuse to this hint a stern request to take off his hat quickly followed. Mr. Blunt would never allow any one to lounge on the tables or desks in his presence. He used to say, "There are plenty of chairs in the room; there is no need to sit on the table."

To check the habit of swearing in his office he put up a money box there with a notice posted on it that every one who would let drop an oath in his office should put ten cents in the box, and stated that he would himself deposit twenty cents for each offence. This rule was rigidly enforced even against strange gentlemen entering the place on business. One day Mr. Blunt demanded the usual ten cents from a gentleman who began to swear in the office.

"But what is done with the money?" asked the gentleman.

"It is divided between the 'Pilot's Charitable fund' and the 'New York and Sandy Hook Pilots' Benevolent Association' for the benefit of widows and orphans," was the reply of Mr. Blunt.

The gentleman reflected, then pulling a five dollar bill out of his pocket he put it in the box, laughing, with the remark, "Well, some other time I'll take that out in swearing."

Another gentleman, who left the office one evening, apparently much angered at the fine being demanded, sent a check for $1,000 for the two societies next morning as "a swearer's contribution."

A. G. BENSON.

Mr. A. G. Benson, well known some time ago as a merchant and shipowner, but of late years retired from business, died suddenly on Wednesday night at his residence at Bay Shore, L. I. The cause of his death was paralysis, from which he had been prostrated for several years. Mr. Benson was born in Maine in 1804, and commenced business in New York in 1826 at No. 39 South street, corner of Old slip. The firm to which he belonged was at first styled Buck & Benson, but later a change of partners made it A. G. & A. W. Benson. In 1847 he represented to Daniel Webster that the Lobos Islands, situated about five hundred miles from the Pacific coast of the United States, came within the jurisdiction of no existing government. He pointed out that they contained vast quantities of guano which would be of the greatest value in developing the agricultural interests of this country. Mr. Webster assured him that he would be supported by the government if he should plant the American flag in these regions and commence the importation of the valuable guano. He accordingly sent out a fleet of eighty vessels to commence the work, but the Peruvian government claimed the islands, seized the vessels, arrested the captains, and broke up the expedition, entailing very heavy losses on its projector. He, however, prosecuted the trade at a later period, and many islands in the Pacific bear the names of commanders of his vessels who discovered them, while engaged in it. Mr. Benson was also instrumental in bringing this manure under the notice of scientists, and thus creating a general knowledge of its value, as well as the best manner of using it.

Mr. Benson was also one of the original company who founded the Wall Street Ferry, then known as the Montague Street Ferry. This company cut through Columbia Heights, built the stone arch across the roadway and built the docks which are now used by the Union Ferry Company. Mr. Benson leaves five sons and one daughter.

REMSEN SUYDAM.

Remsen Suydam, the keeper of the Ridgewood Distributing Reservoir, died on Thursday afternoon, at his residence, of heart disease. The deceased, who had held the position for the past twelve years, was a republican in politics, and formerly resided in the Fifteenth ward, Brooklyn. He leaves a wife and two children.

COURT HOUSE TROUBLES.

Job H. Lippincott, counsel to the Hudson County (N. J.) Board of Freeholders, has filed with the clerk of the Board a copy of a bill of complaint by W. W. Shippen and other taxpayers of the county against Mahlon B. Crampton, of Brooklyn, brought in the United States Circuit Court at Trenton, to annul the purchase of the new Court House site, and to compel the surrender of the $275,000 in bonds with which Crampton was paid. The counsel has also filed in the Freeholders' office copy of an application for an injunction enjoining Crampton from proceeding any further with his suit against the county to recover for the property. The application is returnable at Trenton on the 30th inst.

RESUMPTION.

A regular weekly meeting of the Manhattan Liberal Club was held last evening at Science Hall, Eighth street, near Broadway, when Dr. E. P. Miller delivered an address on "How Forcing Specie Payments Hinders Resumption and Produces Bankruptcy." He reviewed the history of the national banking system and the cause of panics. Every act of Congress, he said, to force resumption has created such a demand for specie as to defeat the object for which the acts were passed. The speaker's advocacy of more greenbacks was met with hearty applause.

BASEBALL.

The Brooklyn nine played their opening game on the Union Ground, Williamsburg, yesterday afternoon, with a strong picked nine. The field was in splendid condition. Both nines played without uniform, the contest being a test for the new team. The game opened favorably for the Brooklyns in the second innings, Curren scoring the first run on a fine two-base hit and splendid base running. In the fifth inning each side scored two runs, none of which were earned. During the next inning, however, the Brooklyns did some very good batting, scoring five runs, two of which were earned. The remainder of the game was well contested; only two runs were scored, one on each side. The following is the score:—

BROOKLYN.						PICKED NINE					
Players.	*R.*	*B.P.*	*O.*	*A.*	*E.*	*Players.*	*R.*	*B.P.*	*O.*	*A.*	*E.*
Bass, s. s.	2	1	2	4	1	Quinn, p.	0	0	1	5	0
Laughlin, 2b.	0	1	3	1	2	Meehan, r. f.	0	0	1	0	1
Matthews, p.	1	2	1	7	1	Wright, 1b.	0	0	13	0	0
Curren, c.	2	3	7	1	1	Crane, 2b.	0	1	1	1	1
Tracey, l. f.	0	0	1	1	0	Dolan, s. s.	1	1	1	7	1
Gormley, c. f.	1	2	0	0	0	Lynch, 3b.	1	0	0	0	1
Dunne, 1b.	1	3	11	0	0	Farrell, l. f.	1	1	2	1	4
Farrell, 3b.	1	2	2	1	2	Tucker, c. f.	0	0	0	0	0
Rice, r. f.	1	2	0	0	0	McGlym, c.	0	2	8	1	2
Totals	9	16	27	15	7	Totals	3	5	27	15	10

INNINGS.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.
Brooklyn	0	1	0	0	2	5	0	0	1—9
Picked Nine	0	0	0	0	2	0	1	0	0—3

Umpire—Mr. Jacobs. Time of game—One hour and forty minutes. Runs earned—Brooklyns, 2. First base by errors—Brooklyns, 4; Picked Nine, 4. Total base hits, Brooklyns, 18; Picked Nine, 7. Left on bases—Brooklyns, 9; Picked Nine, 5.

To-day the Brooklyns play the New Bedford Club, of New Bedford, Mass., on the Union Ground; Chelseas, of South Brooklyn, play the Alaskas at West Brighton, Staten Island. There will be a number of amateur games played at Prospect Park.

DEFIANCE DEFEATS THE ATHLETICS.

PHILADELPHIA, April 19, 1878.

The Defiance Club to-day defeated the Athletics by a score of 10 to 4.

HORNELLS BEAT AUBURNS.

AUBURN, N. Y., April 19, 1878.

The Hornells beat the Auburns a game of baseball here to-day by a score of 6 to 1.

NEW ORLEANS RACES.

NEW ORLEANS, April 19, 1878.

The Louisiana Jockey Club spring meeting commences to-morrow. The following shows the entries and the rating in the pools:—

FIRST RACE.—Mile heats, over four hurdles:—
Redding ..... $50 | Dalgaisian $41
Risk ..... 42 | Jim Hinton 15

SECOND RACE.—Pickwick Stakes, mile heats, for three-year-olds:—
Captain Fred Rice ..... $50 | Cottrill's Mary R. and Mollie Merrill, field .. $50
Captain Erhardt 17
Kelly's Glengarry colt 12

THIRD RACE.—Two miles; all ages:—
Largenteen ..... $50 | Verdigris $8
Typhoon ..... 30 | Belle of Topeka 5
Ambush ..... 22 | Zephyr 3
Judge Hancock 12

COACHING.

Mr. William Achison, of Jersey City, who has organized a coaching club in New Jersey, received a communication yesterday from a gentleman in Monmouth county saying that he would furnish a relay of six double teams between Princeton and Philadelphia on the occasion of the approaching drive of the New York Club. He desires that New Jersey be afforded a fair competition with New York, and offers a subscription of $1,000 on receipt of an assurance that a club is organized. Inasmuch as the preparations for the great drive are not yet completed Mr. Atchison has returned no response. A prominent official of the Pennsylvania Railroad has tendered the use of a coach capable of accommodating eighteen persons to relieve the party at Princeton. At the request of several gentlemen who desire that the route shall be travelled in as short a time as possible the proposed halt at Taylor's Hotel, in Jersey City, has been abandoned.

THE WATKINS REGATTA.

WATKINS, N. Y., April 19, 1878.

There is a report in circulation that the Watkins regatta has been abandoned. There is no truth whatever in the rumor. Mr. W. Jackson, secretary of the Watkins Regatta Association, states that the association have no intention of, or reason for, departing from the original offers embraced in their circular.

BAYONNE ROWING ASSOCIATION.

At the annual election of the Bayonne Rowing Association held Thursday evening, the following officers were elected:—William H. Jasper, President; Emmet Smith, Vice President; Ed. E. Shaw, Captain; F. R. Romaine, Lieutenant; H. L. Weston, Treasurer; Fred. B. Mottam, Secretary, and Garret S. Bonce, Chairman of the Board of Trustees.

THIRD NATIONAL SHARPSHOOTING.

The Prize Committee and Committee of Honor for the Third National Bundes Schuetzenfest, which is to come off here in the middle of June, has been organized, with General Dakin, of Brooklyn, as President. At a meeting held yesterday the following new members were added to the committee:—Henry Clausen, Major Schaik, of Newark; Captain Busch, of Hoboken; Richard Katzenmeyer, J. C. Rottman, W. E. Menck and C. B. Wocke. The committee will meet every two weeks. The festival and convention of riflemen will be continued for one week.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	*Sails*	*Destination.*	*Office.*
Egypt	April 20	Liverpool	69 Broadway
Mosel	April 20	Bremen	2 Bowling Green
City of New York	April 20	Liverpool	15 Broadway
California	April 20	Glasgow	7 Bowling Green
Montana	April 23	Liverpool	9 Broadway
Russia	April 24	Liverpool	4 Bowling Green
Schiedam	April 24	Rotterdam	50 Broadway
Alsatia	April 25	London	7 Bowling Green
City of Montreal	April 25	Liverpool	15 Broadway
Wieland	April 25	Hamburg	61 Broadway
State of Indiana	April 25	Glasgow	72 Broadway
Britannic	April 27	Liverpool	37 Broadway
Spain	April 27	Liverpool	4 Bowling Green
Oder	April 27	Bremen	2 Bowling Green
Bolivia	April 27	Glasgow	7 Bowling Green
Wisconsin	April 30	Liverpool	15 Broadway
Canada	May 1	London	69 Broadway
Scythia	May 1	Liverpool	4 Bowling Green
Ville de Paris	May 1	Havre	55 Broadway
Elysia	May 1	London	7 Bowling Green
Republic	May 2	Liverpool	37 Broadway
State of Georgia	May 2	Glasgow	72 Broadway
Suevia	May 2	Hamburg	61 Broadway
Donau	May 4	Bremen	2 Bowling Green
England	May 4	Liverpool	69 Broadway
City of Berlin	May 4	Liverpool	15 Broadway
Rotterdam	May 4	Rotterdam	50 Broadway
Nevada	May 7	Liverpool	29 Broadway
Abyssinia	May 8	Liverpool	4 Bowling Green
St Laurent	May 8	Havre	55 Broadway
Pommerania	May 9	Hamburg	61 Broadway
Weser	May 11	Bremen	2 Bowling Green
The Queen	May 11	Liverpool	69 Broadway
Wyoming	May 14	Liverpool	29 Broadway
Greece	May 15	London	69 Broadway
W A Scholten	May 15	Rotterdam	50 Broadway
Gellert	May 16	Hamburg	61 Broadway

ALMANAC FOR NEW YORK—THIS DAY.

SUN AND MOON.			HIGH WATER.		
Sun rises	5 13		Sandy Hook	morn	9 59
Sun sets	6 44		Gov Island	morn	10 44
Moon rises	eve	11 21	Hell Gate	eve	12 29

HERALD YACHT WEATHER OBSERVATIONS.

April 19.	*Hour.*	*Bar. Inch.*	*Ther. Deg.*	*Wind.*	*State of Weather.*
Horseshoe	Noon	30.05	73	W	Clear.
Bar	4 PM	30.00	75		Partly clear.
Scotland L'ship	8 PM	30.00	58	SW	Cloudy.
Sandy Hook	12 PM	30.00	55½	SW	Hazy.

WESTERN UNION TIME BALL.

NEW YORK, April 19—Noon.

The Western Union time ball was to-day dropped one-tenth second fast.

PORT OF NEW YORK, APRIL 19, 1878.

ARRIVALS.

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

Steamer City of Montreal (Br), Brooks, Liverpool April 9 via Queenstown 10th, with mdse and passengers to J G Dale.

Steamer Oder (Ger), Leist, Bremen April 7 and Southampton 9th, with mdse and 457 passengers to Oelrich & Co. April 13, lat 47 12, lon 33 40, passed bark Marie (Ger), hence for Bremen.

Steamer state of Texas, Nickerson, Galveston April 11 and Key West 14th, with mdse and passengers to C H Mallory & Co.

Steamer Vaderland (Belg), Nichols, Philadelphia April 18, in ballast, to G W Colton & Co.

Bark Olustee (of Boston), Nickerson, Padang 119 days, with coffee to order; vessel to Vernon H Brown & Co. Passed Cape of Good Hope Feb 20, St Helena March 4, and crossed the Equator March 18, in lon 32 50. Jan 11, Mr Lewis, second officer, of Wales, died and was buried at sea; all hands sick at the same time, the first officer just alive, but looking like a corpse; removed him to top of house aft, also took the sick seamen to top of forward house; all of the crew gradually recovered; discovered that the cargo was producing a most deadly malady from its green state, the symptoms being violent headache, gangrenous bile of stomach, vomiting and purging, black coating of mouth, lips, throat and tongue, cramps in legs, &c. From Jan 11 to passing Cape of Good Hope had but three sickly seamen on duty, no mates; Feb 8 took a rotary gale, passed S of the centre of it; 8th, had a similar gale, which sprung main lower topsail yard and blew lower foretopsail to atoms, the sea making a breach over bow and stern, vessel leaking and pumps choked; 9th, no lat, &c, signalized an American brak from Samarang for Falmouth, showing signals J R L K; Feb 18, during a SE gale, shipped a sea which stove booby hatch, letting a large quantity of water below, damaging the cargo; from April 5 to 10 had a succession of gales from SW to NW; was two days N of Barnegat.

Bark Veronica Madre (Ital), Muratorio, Bermuda 8 days, in ballast, to F Dassori.

Brig Erwood (Br), Buell, Maceio 33 days, with sugar to R B Borland. Had heavy weather; crossed the Equator March 21, in lon 38; April 7, lat 26 43, lon 63 06, spoke "Anna Amelia Dawson," bound S.

Brig Chas A Sparks, Bradley, Guantanamo 15 days, with sugar to Brooks & Co.

Brig Victor (of Lunenberg, NS), Rudolf, Guantanamo 14 days, with sugar to Brooks & Co.

Schr Maggie Todd (of Calais), Norwood, Mayaguez, PR, 13 days, with molasses to I Micheless; vessel to Jed Frye & Co. April 15, lat 37 51, lon 74, spoke schr Forest City, from New York for Antigua.

Schr Kocheko, Jasper, St Jago, via Delaware Breakwater, 14 days, with sugar to S & W Welsh; vessel to F Talbot & Co.

Schr O H Booth, Bennett, Virginia.

Schr James Veidran, Cavilter, Virginia.

Schr Monmouth, Anderson, Virginia.

Schr Wm McGee, Sheridan, Virginia.

Schr R H Filter, Hurlbut, Virginia.

Schr Major, Mills, Virginia.

Schr A C Lyon, Jeffrey, Baltimore.

Schr E M Duffield, Raynor, Philadelphia for Freeport.

Schr G E Prescott, Guptill, Rockland for Philadelphia.

☞ Barks Northern Chief (Br), from Cork; Advocate (Br), from Dunkirk, and brig Emma Shaw (Br), from Dublin, which were anchored below, came up to the city 19th.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer City of Fitchburg, Ellis, New Bedford for New York, with mdse and passengers to Barling & Davis.

Steamer Doris, Shirley, Providence for New York, with mdse and passengers to Isaac Odell.

Brig Morning Light, Dill, New Haven for New York, in ballast, to L W & P Armstrong.

Schr Abbie Ingalls, Ingalls, St George, NB, for New York.

Schr Thomas Hix, Hall, Rockland for New York.

Schr Nautilus, Teck, Rockland for New York.

Schr Mahaska, Harrington, Portland, Me, for New York.

Schr Ida L Ray, Steward, Portland, Me, for New York.

Schr Ann Eliza, Weeks, Portland, Me, for New York.

Schr Lamartine, Barbour, Deer Island for New York.

Schr Waterloo, Whitaker, Harmon's Harbor for New York.

Schr Actress, King, Boston, on a fishing cruise.

Schr Palos, French, Warren, RI, for New York.

Schr Mary H Mifflin, Ferris, Warren, RI, for New York.

Schr Cora, Hines, Fall River for New York.

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

Schr P Merwin, Bunce, Providence for New York.

Schr Win Whitehead, Titus, Providence for New York.

Schr Sarah E Thomas, Arnold, Providence for New York.

Schr Anna Sheppard, Sheppard, Providence for New York.

Schr Cornelius, Carroll, Providence for New York.

Schr J G Yell, Nickerson, Providence for New York.

Schr Elm City, Kelly, Providence for New York.

Schr Ida L Howard, Mosier, Portland, Me, for New York.

Schr George Gillum, Bacon, Portland, Ct, for New York.

Schr Laura Jones, Newcomb, New Haven for New York.

Schr J P Hazard, Robinson, New Haven for New York.

Schr Emily, Nicholls, Stamford for New York.

Schr S E Brown, Brown, Bridgeport for New York.

Schr Empire, Smith, Sag Harbor for New York.

Schr Orlando Smith, Ferris, Port Chester for New York.

Schr F R Holgate, Lewis, Dennis for New York (is at anchor in Hart Island Roads).

BOUND EAST.

Steamer Chesapeake, Margum, New York for Portland.

Steamer Delaware, Smith, New York for Fall River.

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

Bark Templar, Bartlett, New York for Hamburg.

Bark Billy Simpson (Br), Curry, New York for Les Salines d'Olonne.

Brig Ada Fulton (Br), Yale, New York for Halifax, NS.

Schr Emerson Rokes, Marston, New York for Demerara.

Schr G F Hathaway (Br), Hogan, New York for St Jean, NB, and Alma, NB.

Schr J K Atwood, Jones, New York for Bristol, RI.

Schr Charlie Warton, Pike, Haverstraw for St John, NB.

Schr Henry A Deming, Boardman, Port Johnson for Hartford.

Schr Wm M Everett, McDaniel, Port Johnson for Providence.

Schr Imogene Diverty, Gandy, Port Johnson for Providence.

Schr Rainbow, Cady, Amboy for New Bedford.

Schr Arlo Pardee, Shropshire, Amboy for Pawtucket.

CLEARED.

Steamer City of New York (Br), Tibbits, Liverpool via Queenstown—John G Dale.

Steamer Egypt (Br), Grogan, Liverpool via Queenstown—F W J Hurst.

Steamer Holland (Br), Healey, London—F W J Hurst.

Steamer California (Br), Ovenstone, Glasgow—Henderson Bros.

Steamer Flamborough (Br), Frazer, St John, NB, via Yarmouth, NS—A E Outerbridge & Co.

Steamer City of Dallas, Hines, Fernandina via Port Royal—C H Mallory & Co.

Steamer Antharcite, Grumley, Philadelphia—James Hand.

Ship Gold Hunter, Freeman, Shanghai—Salter & Livermore.

Bark Lizzie H, Rotson, Anjer for orders—Lunt Bros.

Bark Nova Scotia (Br), Le Cain, London—C W Bertaux.

Bark Otus (Nor), Falck, Queenstown or Falmouth for orders—Beckmann, Oerlein & Co.

Bark Eldorado (Nor), Tergesen, Elsinore for orders—Benham & Boyesen.

Bark G S Penery (Br), Penery, Rotterdam—J W Parker & Co.

Bark Mary Wiggins (Br), Wood, Rotterdam—J W Parker & Co.

Bark Zulma (Br), Peterson, Gibraltar for orders—Swan & Son.

Brig Gazellen (Nor), Welbye, Frederickshaven for orders—Benham & Boyesen.

Brig Sollecito (Ital), Longobardo, Bordeaux—Funch, Edye & Co.

Brig Nettie, Mackay, Marseilles—James Henry.

Brig Lewis L Squire, Tuthill, Buenos Ayres—J Norton & Sons.

Brig Gem, Pierce, Barbados—Daniel Trowbridge & Co.

Brig Rainy, Rice, Port Spain (Trinidad)—Daniel Trowbridge & Co.

Brig Muriel (Br), Williams, Perth Amboy, NJ—Scammell Bros.

Schr Wesley Abbott, Johnson, Baracoa—H W Loud & Co.

Schr Mary C Decker, Nelson, Nassau, NP—B J Weinberg & Co.

Schr Lizzie G (Br), Gilchrist, Fredrickton, NB—Scammell Bros.

Schr Urica R Smith, Edwards, Jacksonville—Geo H Squire.

Schr Sarah Shubert, Tomlin, Richmond, Va—I B Gager.

Schr Hattie Lollis, Lollis, Wilmington, Del—Van Brunt & Overton.

Schr Marian Gage, Sheldon, Philadelphia—Souder & Adams.

Schr Eliza A Scribner, Smith, Philadelphia—James W Elwell & Co.

Schr Kate McLean, Hallock, Hartford—Rackett & Bro.

Schr A W Thompson, Mullen, New Haven—Rackett & Bro.

Schr R A Forsyth, Hobbs, Stamford—Stamford Manufacturing Co.

Schr Sallie Burton, Burley, Stamford—Stamford Manufacturing Co.

Sloop Fred Brown, Wickson, Pawtucket—Frank Pidgeon, Jr.

Sloop Wasp, Hile, New Haven—Cartwright & Doyle.

Sloop Francis Anne, Carpenter, New Haven—Rackett & Bro.

SAILED.

Steamers Prior (Br), for Marseilles; Hipparchus (Br), Liverpool; City of Dallas, Fernandina; ships C C Chapman, Melbourne; Grandee, Yokohama; barks Pehono (Br), Bremen; Vanse (Nor), Havre; Orono (Nor), do; Ragna (Nor), Antwerp; August Leffler (Nor), Queenstown or Falmouth; Unrus (Br), do or do; James Kitchen (Br), do; Venese (Aus), Kings Lynn, E; Augusto (Ital), Gloucester; Undine (Br), London; Eliza Parsa (Br), Bermuda; Columbia, Barbados; schrs David Carll, Harbor Island; J C Bowers, and S D Barnes.

MARITIME MISCELLANY.

STEAMER WEYBOSSET, from Boston for Baltimore, proceeded as far as Nauset yesterday, but owing to some difficulty with the boiler she could not raise steam, and was obliged to return to Boston. No damage to vessel or machinery.

Ship VERMONT (Br), Southern, from Cardiff for Rio Janeiro (before reported), was passed abandoned April 3, lat 40 N, lon 8 W.

BRIG DIONE (Br), Sherwin, at Philadelphia 18th from London, had heavy weather and rough seas the entire passage; April 4, lat 37 58, lon 50, encountered a severe hurricane, during which the deck was swept of everything movable, bulwarks and stanchions stove in both starboard and port sides, fore and aft, and sustained other damage.

BRIG PETER ROBERTS (Br), wrecked off Old Harbor, Ja, was insured, with her cargo, for $15,200, in Halifax offices. Part of the cargo will be saved in a damaged condition.

SCHR LADY WOODBURY, from Portland, Me, for Jamaica January 17, which put in Gloucester on the 18th of January, not having been heard from since leaving the latter place, is given up for lost. The crew consisted of Capt F D Woodbury, of Cape Elizabeth, and four men. She was 75 tons register, was built at Cape Elizabeth in 1860 and her valuation was $6,000; no insurance. She had a small carg