OUR LEADING INDUSTRIES.

Facts Gathered at the Mills of Lowell and Lawrence.

VIEWS OF PROMINENT MANUFACTURERS.

America Not Ready for Competition with England.

THE CRY FOR A FOREIGN MARKET.

Boot and Shoe Trade of the Old Bay State.

LABOR AND MACHINERY.

BOSTON, April 27, 1878.

The great question with the cotton manufacturers at Lowell and Lawrence to-day is not how to accustom the markets of the world to their superior fabrics, and make them purchase more of their coarse shirtings and drillings, but how to imitate England in mixing a lot of clay and other foreign substances in the finer grades. America to-day is exporting about $13,000,000 worth of cotton fabrics, but they are of the coarser material, and that particular branch is increasing by the week almost. In fact, the mills at Lowell are worked up pretty closely to the ever increasing demand for these coarser goods, but when it comes to the finer grades England succeeds in making an article which our best manufacturers cannot approach, not because they do not know how, but because they lack the peculiar machinery required to mix these foreign substances with the cotton and still produce a fine article, as England does.

"We will get hold of that kind of machinery by and by," said a Lowell manufacturer to me yesterday, "but we are not in a hurry. In fact, we are getting along very nicely. Our prosperity does not depend upon our export trade, and popular judgment should not be misled by continually repeating that our home markets cannot consume all we make. There are to-day less dry goods in the American market than there is demand for, and when in the course of time we can fully supply all that demand and imitate England thoroughly in the manufacture of the finer grades of fabrics, then and then only can we honestly compete with her in the neutral market. But we are as yet a very far way from it. Only this I can tell you," he added, "the American mills are making money and the English mills are not, with all of their vast export trade. We have just taken account of three of our mills, and we find that during the past six months they have paid from three to five per cent, which means about ten per cent per annum. There is not a mill in the whole of Great Britain that has such a large return on its investments. Of course, our trade needs fostering and great care, but it is folly to say that we would not make as heavily weighted an article as England does. We are not a bit more honest; only, as I told you before, first, we have not the machinery for it, and second, there exists no necessity for it as yet, while we have our hands full in supplying the present demand."

OUR EXPORTS.

Mr. George C. Richardson, who represents not only the Boott Mills at Lawrence, but also mills at Lowell and at Lewiston, Me., exports from these mills more than all other mills combined; and Mr. Gardner, a gentleman who during the past twenty years has watched the progress of cotton manufactured both in this country and Europe, assured your correspondent that it is not true that our exports of cotton manufactures are only now where they were before the war, but the past two years had witnessed a marked increase, the exports of fabrics in 1860 having been only about $11,000,000, while last year they were $13,000,000, and they would go over that this year. It must be borne in mind that during the war, owing to the scarcity of cotton, the exports ran down to a very low figure.

Mr. E. L. Mudge, who has devoted a lifetime to cotton fabrics and is a director and principal stockholder of the Washington Mills at Lawrence, of the Atlantic Mills, of the Ellerton Mills at Chicopee Falls, of the Victory Mills in Saratoga county, N. Y., and of the Burlington Woollen Manufacturing Company at Winooski, Vt., a gentleman who has travelled abroad a great deal and investigated the industries of foreign countries, devoted considerable time—in fact, the greater part of a forenoon—in explaining to your correspondent the state of the American cotton trade so far as the export of manufactured goods is concerned. Leaving matters pertaining to the condition of operatives and the description of the mills as I found them at Lowell and Lawrence for a future letter, I will give at once the substance of Mr. Mudge's observations, as they relate directly to the question of American industry compared with that of other nations. He took a far broader ground than the gentlemen alluded to above, and maintained that while we are going ahead of ourselves and doing better than we have done, we are not going ahead of England at all.

AMERICA COMPARED WITH ENGLAND.

"The latest data this country possesses about England's exports of cotton fabrics show that she disposes of $358,000,000 per annum to foreign countries, and the highest this country has attained is $13,000,000 per annum. England to-day does not even consider this country a competitor at all; regards our American exports of these goods as an elephant does a fly, and hence does not concern herself whether we do make a better article or not. Should she ever notice that this country does become a competitor, in truth as well as in name, she will strain her last nerve to maintain her superiority. In the present disparity of figures, however, showing the comparative exports, he justly asks, "How long will it take the United States to get so far ahead of Great Britain as to drive her out of the neutral markets—an assertion now so frequently made by Mr. Evarts' consuls?"

"What, then, is to be done to attain the superiority?" I asked Mr. Mudge.

He said:—"This country must first accumulate sufficient capital and be satisfied with small returns, as English manufacturers are. The mills represented by Mr. Richardson, of whom you speak, are indeed the richest in the country, perhaps. They have been able, owing to their long standing, to reduce the cost and expenses of production, and can successfully compete, owing to their capital, with foreign manufacturers. It takes years, however, for this country to reach that eminence, as machinery and mills are expensive things. Neither can our people be satisfied with the small returns made by the English manufacturers. Our mills make money, while English mills are again compelled to reduce the wages of their operatives. They are compelled to do so, and if we insist, even in one particular fabric, to come nearer to them than we are now, we too must reduce the wages of our people. In fact, while all this anxiety about the increase of our exports is heard all over the East, we may give way to it, and the first effect will be still lower prices for our goods, which means lower wages for our operatives. The truth is, however, to enter boldly in an open market against England would be ruinous to us, as money is of greater value to us. There they are satisfied with small returns. Our largest cotton manufactories are established on the corporation principle, and a man with a small capital as stockholder cannot look for a profit on his manufacturing stock. There is no such aggregate of capital here as in England. The stockholder here sees his profits come in too slowly, even though the percentage of profits here is greater than there. Only large capitalists, of whom we have not an overabundance, can embark extensively in this business. We will follow in the track of Great Britain as fast as we can, but it will take time. When that time has arrived, and not until then, can we have fair competition. We are ready today for competition with Great Britain in the coarsest cotton fabrics—those made from cotton yarns not above sixteen. Not because those goods cannot be made cheaper in England, but for the moment our power of consumption is not equal to our production. Therefore if we can sell three-fourths of those coarse cottons in the home market at a paying profit it would be manifestly better to export the remaining one-fourth, even at cost or a trifle below cost, than to stop that portion of our machinery which produces that one-fourth and which would increase the cost of the three-fourths thrown on our own markets.

THE FALL RIVER CRAZE.

Alluding to the recent crash at Fall River, Mr. Mudge confirmed the views of other manufacturers, as given in my previous letter, that the wiping out of such concerns was the natural "process of cure" consequent upon times of inflation. He gave statistics showing that in 1870 the city of Fall River had 544,000 spindles, and two years later (in 1872) had 1,094,000, most of the increased machinery having been purchased on credit. There were other mills throughout the country, erected with a great deal of credit and very little capital, and in the not distant future they also will have to go overboard.

The subject of wages, local taxation and other expenses attendant upon the manufacture of cotton goods in this country, also formed part of Mr. Mudge's explanation, and showed that our New England manufacturers labor, at least so far as the fine goods are concerned, under disadvantages, which also tend for the present to stop competition. He maintained, however, in opposition to others whom I conversed with, that though pretty corrupt in other matters, American manufacturers made honest cotton goods and would always continue to make them so.

LEATHER THE LEADING INDUSTRY.

The leading industry, however, in the State of Massachusetts to-day is the manufacture of leather and of boots and shoes. It distances the manufacture of cotton goods by about $12,000,000 in the value of the products. The first tannery in New England was established at Lynn in 1630, and shoemaking began there and at Salem in 1635. To-day the State of Massachusetts alone manufactures annually, 89,000,000 pairs of boots and shoes, at an average value of $1 26; manufactures leather to the value of nearly $25,000,000 per annum, and begins to supply the world, not only with the leather, of which she already exports enormous quantities, but also with the machinery for making boots and shoes.

"Fifteen years ago," said Mr. A. L. Coolidge, one of the Commissioners to the Paris Exposition, yesterday, "quite a business was done in importing calfskins to this country. We imported also a large quantity of manufactured goods from abroad for the retail business. All this is changed now; instead of importing we export. We are exporting leather very largely and our facilities for manufacturing are being continually improved. Our machinery has multiplied a man's labor tenfold, and labor as it stands is really cheaper here than in Europe, where there has not been much of a reduction in wages. Eighty per cent of all our work on boots and shoes is now done by machinery. There is no country in the world that can compete with us, as with the aid of the twenty-seven firms right around us here doing nothing else than selling boot and shoe machinery we can in a moment have all defects remedied; and in fact hardly a week passes but these men improve our machinery. Then again, out of the 3,500 firms in Massachusetts engaged in the manufacture and sale of boots and shoes, almost everbody has a specialty.

AGE OF SPECIALTIES.

"This is an age of specialties, and it is also the same in this trade. Some of the manufacturers make nothing else than a certain kind of boot or shoe for either men, women or children. By applying themselves exclusively to this specialty they not only become perfect in the manufacture of this particular line, but when they go in the leather market they can purchase just what they want and reject what is of no use to them. In times past a boot manufacturer was compelled to take all sorts of leather, whether he wanted it for men's boots or children's slippers. To-day he just picks out what he needs for his specialty and there is no waste. The result is that our manufactures of these specialties in the boot and shoe line have attracted great attention ever since the Centennial Exhibition, and we get inquiries from Sweden even and from Norway, as well as from Germany and Holland, not only because our boots and shoes are better made than theirs, but also because now we can afford to make them cheaper. It was only a month or so ago that a man from Peru came here. He had heretofore bought brogans in England, but was attracted by the exhibits in Philadelphia, and this time instead of going to Old England he went to New England for his brogans. We took his order for 25,000 pairs for the Peruvian government at eighty-five cents per pair. If he should come back now he can have the same brogans on a new order for eighty cents. This business of exporting boots and shoes is, however, yet in its infancy; but as to leather the exports have been enormous during the past two years, the exports of sole leather especially have been very large, its value in 1877 amounting to over $6,000,000. Why, there are firms in Boston now, three-fourths of whose sales of leather are to foreign countries, mostly split and buff leather. That business is now pretty well established, though we also hear good returns from the samples of boots and shoes we have sent out. The very fact, as I have stated to you before, that our manufacturers do not make eight or ten different kinds of goods, but only one particular article and no other, is helping the export trade, and it will not be long, now that our prices are on a specie basis, before this business will be greatly increased.

MACHINERY VERSUS MANUAL LABOR.

Mr. Coolidge, who is a large manufacturer, will in a few days leave for Paris, in accordance with the requirements of the appointment conferred upon him by the government. I could, however, not fail to remark that when he enlarged upon the fact that eighty per cent of all boots and shoes now were made by machinery what a terrible blow this machinery had inflicted upon manual labor. In looking over the statistics of labor, which no State in the Union has so carefully collected as Massachusetts, under the guidance of Mr. Carroll D. Wright, I found that in 1865, when there were only 206 boot and shoe factories in the state, 52,821 persons were employed in these establishments, while to-day, with 1,500 establishments, seven times more than in 1865, only 51,280 persons are engaged in the manufacture of boots and shoes. This, more than anything I have seen in my investigations, is the most startling result of machinery. And this the men employed in this trade, like at Lynn, for instance, where alone there are over 6,000 of them so engaged, are educated workmen is evidenced by the fact that only three per cent of their number cannot read or write. I might add, incidentally, that enlightened Massachusetts has no less than 15,572 persons employed in manufactures and mechanical industries unable to read or write, and that the percentage of these illiterate operatives in the cotton mills reaches the frightful figure of thirteen. It appears, therefore, that the shoemakers, next to the musical instrument makers are the best educated of New England's operatives. Owing to the steady increase of machinery, however, they are being driven to other trades, not a few even having engaged in the manufacture of shoe machinery, which alone is quite an extensive industry.

SKILLED FOREIGN LABOR.

In conversing with Mr. Wright on the statistics which he had gathered in regard to industrial pursuits he pointed to the fact that of the 228,173 operatives employed in Massachusetts only 136,563 were natives and 91,670 were foreign born workmen. This gave rise to the question whether here in Massachusetts as well as in other States these skilled foreign workmen might not be in the majority. It cannot be denied that there are any number of prominent men to-day who maintain that the Puritan element is steadily on the decrease among the landholders of Massachusetts, but no data or statistics are at hand to prove this assertion made, however, by men foremost in this State; still that the skilled element in the factories is being more and more made up of foreigners is proven by Mr. Wright's carefully collected figures.

CAPITAL AND LABOR.

Another very important lesson can be drawn from the facts gathered at the Massachusetts Bureau of Labor, a department that should be a model for New York, so as to knock the bottom out of fallacies so frequently preached by demagogues. We often are told that corporations are an injury to the masses of workingmen, and that wherever they control there is no chance for individuals. Now let us look at figures, which probably have never told such a startling result, the very contrary of popular belief. Here in this State there are 10,915 manufacturing establishments, of which 520 are corporations and 10,395 are private establishments or firms. The 10,395 private establishments employ 166,588 persons; the 520 corporations employ 101,337. Well may Mr. Carrol D. Wright, the chief of this bureau repeat, as he does in his latest report to the Massachusetts Legislature, Napoleon's maxim, "statistics mean the keeping of an account of a nation's affairs, and without such an account there is no safety."

TEUTONIA SAVINGS BANK.

REPORT OF ACTING SUPERINTENDENT LAMB TO THE ATTORNEY GENERAL—THE CLOSING UP OF THE AFFAIRS OF THE INSTITUTION RECOMMENDED.

ALBANY, April 28, 1878.

In relation to the closing of the Teutonia Savings Bank, Attorney General Schoonmaker says that there is not the slightest evidence of negligence or corrupt management on the part of the officers of the institution, and that the case is one of financial misfortune, not of official delinquency. He says no fact has come to his knowledge to lead to the belief that there was anything unwarrantable in the action of the trustees in buying the town bonds, which have been the principal occasion of the deficit, although there is ground for suspicion that the Staten Island bonds were improperly issued and put upon the market. The great decline in the amount of deposits shows the extent of the decrease of public confidence. The officers of the bank seem to have endeavored to economize funds by reducing expenses, a circumstance largely in their favor. Judge Westbrook, the Attorney General says, has not yet, to his knowledge, given any indication as to his choice of receiver.

THE SUBJECT OF RECEIVERS.

On the general subject of the winding up of banks and insurance companies, the Attorney General says there is need of immediate legislation of a nature to limit the duration of receiverships and the extent of outlays for receivers' fees and counsel fees. Receivers, he says, like executors, should be compelled to wind up the affairs of their trusts within a reasonable and stated time, and in some way the amount of funds in their hands at any one time should be limited so as to dispense with the necessity of large bonds and the excuse for large compensation. Nor should large and expensive premises be kept open for years for the purpose of winding up companies for which use small and inexpensive offices would be sufficient.

Following is the letter addressed to the Attorney General by Superintendent Lamb:—

Hon. AUGUSTUS SCHOONMAKER, Jr., Attorney General:—

SIR—From the report of an examination of the Teutonia Savings Bank of the city of New York it appears that a deficit in its assets to the amount of $148,404 03 exists. This deficiency arises from the investment of funds in the bonds of certain towns in this State. The institution owns $60,000 of the bonds of the town of Springport, Cayuga county, upon which interest is in default since September, 1872. There is a prospect that the bonds may be judicially declared valid, and the payment of them be enforced. But the institution also owns $109,000 of the bonds of the towns of Southfield and Middletown, Staten Island, upon which no interest has been paid for several years. I have taken some pains to ascertain, by inquiry in well-informed quarters, the present and prospective value of these bonds. I am forced to accept the conclusion that they are worthless as an asset. The apparent deficit is at least $88,000, if the Springport bonds are ultimately held to be good.

The trustees have been struggling with the burden which this default of interest in a large sum of the stock investments has imposed. The decline in deposits has been rapid. The decrease since January 1, 1878, has been $900,000, and the total decline in two years is nearly one-half of the then sum of deposits. The trustees have reduced the expenses and have paid the interest upon the Springport bonds. At present there is an excess of income. But the close prospect is that there must be eventual loss by depositors. I do not find that it is expedient or safe, as respects new depositors, to permit this savings bank to transact business as a solvent institution and as a people's depository of trust funds. Therefore I present the facts to you, in compliance with section 44, chapter 371, Laws of 1875, for such measures as the case may require. Respectfully yours, HENRY L. LAMB, Acting Superintendent.

ARMY INTELLIGENCE.

THE BOARD TO SELECT A MAGAZINE GUN FOR THE ARMY—CHARGES PREFERRED AGAINST GENERAL KAUTZ.

[BY TELEGRAPH TO THE HERALD.]

WASHINGTON, April 28, 1878.

The Board of Army Ordnance Officers, which convened at the Springfield Armory April 3, under the law providing for a board to select a magazine gun for the army, will adjourn to-morrow until June 18, under permission of the Secretary of War. Six different arms have already been submitted for trial by the Board, but as each failed to pass some of the tests decided upon by the Board and the Chief of Ordnance, all have been withdrawn with a view to remedying the defects exposed. A large number of other guns are expected to be submitted when the Board reconvenes. The arm to be selected is a shoulder piece, and is to be adapted for mounted and foot troops.

CHARGES AGAINST GENERAL KAUTZ.

Judge Advocate General W. McKee Dunn, who preferred the charges against General August V. Kautz, colonel of the Eighth infantry, for publishing a scathing review of his opinion in the case of Captain Campbell, Sixth cavalry, a son of Hon. Archibald Campbell, who was commissioner of the British boundary survey, left here last night for Omaha, where General Kautz's trial will begin on Wednesday next. General Innis N. Palmer, colonel of the Second cavalry, left here to-night for duty as a member of the court. General W. F. Barry, colonel of the Second artillery, who is also a member of the court, left Baltimore to-night for Omaha.

NAVAL INTELLIGENCE.

CRUISE OF THE OSSIPEE—FAST TIME MADE—LIST OF HER OFFICERS.

[BY TELEGRAPH TO THE HERALD.]

NORFOLK, Va., April 28, 1878.

The United States steamer Ossipee, Commander S. L. Breeze, commanding, whose arrival from Havana was noted in the HERALD of to-day, left here on the 22d day of January last for a cruise in the West Indies. Since her departure she has visited the island of Jamaica, British Honduras, Mexico and Cuba. During this cruise she has traversed about six thousand three hundred miles and made on an average seventy miles per day, including stoppages. This is as fast, if not faster, time than made by any ship in the navy. She goes up to the Navy Yard, after taking out her powder, to go out of commission and be laid up in ordinary. The crew will be placed on the receiving ship Franklin.

PLACED ON WAITING ORDERS.

The following officers are detached and placed on waiting orders:—

Commander S. L. Breeze.
Executive Officer, Lieutenant L. Kingsley.
Navigator, Lieutenant A. Dunlop.
Lieutenants N. E. Mason, M. E. Hall, G. F. Holman.
Masters N. E. Miles, C. J. S. Watts.
Surgeon J. A. Tanner.
Assistant Surgeon W. S. Smith.
Chief Engineer George W. Hall.
Past Assistant Engineer H. C. Baughman.
Assistant Engineer R. S. McConnell.
Paymaster E. C. Webster.
Lieutenant of Marines George L. Foreman.
Pay Clerk H. J. Hartney.
Captain's Clerk James Farrell.
Boatswain P. Lynch.
Gunner J. J. Thomas.
Carpenter C. Totman.

DEPARTURE OF THE FLAGSHIP TENNESSEE FOR HOME—FAREWELLS FROM THE ENGLISH VESSELS—TRANSFER OF REAR ADMIRAL PATTERSON'S HEADQUARTERS TO THE MONOCACY.

HONG KONG, March 9, 1878.

The United States steamer Tennessee, Captain J. Young commanding, for nearly three years flagship of the Asiatic station, sailed on the 24 inst. for New York via the Suez Canal, touching in at such ports as is absolutely necessary to coal and lay in supplies et provisions. Her departure, though for some time anticipated, was greatly regretted, not only by the Commander-in-Chief, Rear Admiral T. H. Patterson, and his staff, who were thereby deprived of a comfortable flagship, but by a host of friends in every port in China and Japan, where her presence has added so much to the pleasures of society. But her term of service was up, and though in a very fair condition for a somewhat longer sojourn in Asiatic waters the department concluded to recall her to refit her for another cruise.

THE LAST SCENE.

On the day of her departure the Commander-in-Chief, with his staff, bade farewell to Captain Young and officers of the Tennessee, who were assembled in full uniform on the quarter deck, with the marine guard and crew in their proper places, and were speedily placed on board the United States steamer Monocacy in the Admiral's barge. Upon arriving on board the latter vessel he was formally received by Commander Sumner and officers of the vessel and his flag was sent to the main as it came from the mizzenmast of the Tennessee amid the salute of the heavy guns of the ship. The Monocacy then saluted the flag and in a few moments the splendid Tennessee got her anchor up and steamed out of the harbor, the band of the audacious flying Vice Admiral Hillyar's flag, playing "Hail, Columbia!" and "Auld Lang Syne."

SALUTING THE BRITISH ADMIRAL.

Before departing she saluted the flag of Vice Admiral Hillyar, C. B., Commander-in-Chief of Her Britannic Majesty's naval forces in China, which the Audacious only returned. The Commercial Signal Code was then brought into use by the British Admiral's ship and the flagship of Commodore Wilson, commanding the station, in transmitting pleasant messages containing good wishes and hearty farewells. The Monocacy also sent her goodbys by the regular code, which were duly returned, and the noble frigate soon passed out of the harbor and out of sight, with a prodigiously long "homeward bound" pennant streaming from her main truck and buoyed on the water by a huge blauder, over whose distended sides the crack painter of the ship had labored most industriously in depicting eagles, big guns, flags and stars, which the gentle Chinese gilder had touched up with golden rays. This pennant, I am told, is about four hundred and sixty feet long, and, if no ill befalls it, will float over the waters of New York Bay next summer, when the Tennessee arrives home. She will undoubtedly touch at Singapore, Aden, Suez, Malta or Naples and Gibraltar, and may be looked for, if nothing occurs, at New York some time in July next.

OFFICERS CHANGED.

Before her departure some changes in her officers were made. Medical Inspector D. Kindleberger and Fleet Engineer C. H. Loring were detached and sent to the Monocacy, and also Lieutenants Cowles and Colahan, while Lieutenant Mansfield and Master Nabor were transferred from the Monocacy to the Tennessee. Master Foster, from the Ranger, was also sent to the homeward bound ship.

The new temporary flagship Monocacy is an iron double-ender, and has been on the station eleven years or more. As she will doubtless be repaired soon the Monongahela will probably be chosen as flagship by the Commander-in-Chief until the arrival of the Richmond, due here at any indefinite time in the future.

The Monocacy sailed for the North on the 7th inst., and will visit Swatow, Amoy, Foochow, Ningpo and Shanghai before proceeding to Japan. All on board are well.

OFFICERS OF FLAGSHIP MONOCACY.

Commander-in-Chief—Rear Admiral T. H. Patterson.
Principal Aid—Lieutenant Richard Wainwright.
Aids—Lieutenant R. G. Davenport and Midshipman George C. Foulk.
Secretary—Oscar G. Sawyer.
Chief Engineer—C. H. Loring, Fleet Engineer.
Medical Director—D. Kindleberger, Fleet Surgeon.
Clerks—D. W. Patterson and W. S. Frazier.
Captain—Commander G. W. Sumner.
Executive Officer—Lieutenant J. E. Noel.
Lieutenants—W. S. Cowles, T. D. Bolles and Charles E. Colahan.
Masters—J. H. C. Coffin, E. M. Hughes and J. D. Keeler.
Paymaster—E. N. Whitehouse.
Surgeon—Assistant Surgeon P. A. Lovering.
Engineers—Passed Assistant Engineer J. P. Kelly; Assistant Engineer J. P. S. Lawrence.
Clerks—Captain's, H. L. Peck; Paymaster's, David Monat.

HOMEWARD-BOUND.

List of officers of the United States steamer Tennessee:—

Captain—J. Young.
Lieutenant and Executive Officer—W. H. Brownson.
Navigator—Lieutenant F. Hanford.
Lieutenants—H. B. Mansfield, E. W. Remey and W. H. Everitt.
Masters—J. P. J. Augur, F. W. Nabor, W. A. Marshall and C. A. Foster.
Midshipmen—J. H. Sears, C. J. Boush, E. M. Kutz, H. T. Mayo, W. L. Varnum, J. T. Newton, A. E. Jardine, T. H. Sherman, L. N. Perpmeyer and B. Tappan.
Paymaster—J. A. Smith.
Passed Assistant Surgeon—B. S. Mackie.
Assistant Surgeon—C. H. Hall.
Engineers—Passed Assistant Engineers, George W. Melville, J. C. Kaier; Assistants, J. H. Perry, E. F. McKitwell.
Captain of Marines—R. S. Collum.
Clerks—Captain's, W. C. Putnam; Paymaster's, F. C. Adams; Fleet Paymaster's, R. H. Paine.
Warrant Officers—Boatswain, H. P. Grace; Gunner, E. A. McDonald; Sailmaker, G. W. Frankland; Carpenter, G. W. Conover.

A SAVAGE BLOODHOUND.

Ellen McNally, of No. 401 West Sixteenth street, was yesterday afternoon attacked by a bloodhound, owned by a man named Houre, while she was going down stairs at the above number. The dog seized her by the foot, and, before he was made to let go his hold, bit it through, crushing the bones of the toes. The woman was taken to the Sixteenth precinct station house, and shortly afterward to the New York Hospital, where the physicians decided that the toes should be amputated in order to avert possible fatal results from the wound made by the bite of the dog. She refused, however, to submit to the operation.

SHIPPING NEWS

OCEAN STEAMERS.

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

Steamer.	Sails.	Destination	Office.
Wisconsin	April 30	Liverpool	29 Broadway
Canada	May 1	London	69 Broadway
Seythia	May 1	Liverpool	5 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	9 Broadway
City of Berlin	May 4	Liverpool	31-33 Broadway
Victoria	May 4	Glasgow	7 Bowling Green
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
City of Brussels	May 9	Liverpool	31-33 Broadway
State of Louisiana	May 9	Glasgow	72 Broadway
Pommerania	May 9	Hamburg	61 Broadway
Weser	May 11	Bremen	2 Bowling Green
The Queen	May 11	Liverpool	69 Broadway
Germania	May 11	Liverpool	37 Broadway
Devonia	May 11	Glasgow	7 Bowling Green
Wyoming	May 14	Liverpool	29 Broadway
Bothnia	May 15	Liverpool	4 Bowling Green
Labrador	May 15	Havre	55 Broadway
Greece	May 15	London	69 Broadway
Utopia	May 15	London	7 Bowling Green
W A Scholten	May 16	Rotterdam	50 Broadway
Baltic	May 16	Liverpool	17 Broadway
State Pennsylvania	May 16	Glasgow	72 Broadway
Gellert	May 16	Hamburg	61 Broadway
City of Richmond	May 18	Liverpool	31-33 Broadway
Erin	May 18	Liverpool	69 Broadway
Anchoria	May 18	Glasgow	7 Bowling Green
Neckar	May 18	Bremen	2 Bowling Green
Idaho	May 21	Liverpool	29 Broadway
Algeria	May 22	Liverpool	4 Bowling Green
Italy	May 23	London	39 Broadway
Frisia	May 23	Hamburg	61 Broadway
California	May 25	Glasgow	7 Bowling Green
Hermann	May 25	Bremen	2 Bowling Green

ALMANAC FOR NEW YORK—THIS DAY.

SUN AND MOON.			HIGH WATER.		
Sun rises	5 01		Sandy Hook	eve	5 38
Sun sets	6 54		Gov Island	eve	6 23
Moon rises	morn	3 31	Hell Gate	eve	8 08

PORT OF NEW YORK, APRIL 28, 1878.

ARRIVALS.

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

Steamer City of Berlin (Br), Kennedy, Liverpool April 18 and Queenstown 19th, with mdse and passengers to J G Dale. April 19, off the Stage, saw steamer Faraday (Br), from Liverpool for New York; 20th, 140 miles from Fastnet, one of the Dominion line of steamers, bound W; 21st, lat 50 30, lon 22 04, a Leyland 4-masted steamer, bound do; 25th, lat 43, lon 49 12, a Leyland steamer, bound E; 26th, lat 42 13, lon 55 40, steamer Montana (Br), from New York for Liverpool; same date, lat 42 10, lon 56 17, ship Corlie (Br), from Boston for Bristol, E; 27th, lat 40 48, lon 64 07, bark Davina (Br), bound E.

Steamer Donau (Ger), Bussius, Bremen April 14 and Southampton 16th, with mdse and 202 passengers to Oelrichs & Co. 19th and 42 miles out had heavy W to NW gales, with tremendous seas; had continual fogs from the Banks; April 22, lat 46 27, lon 37 13, passed an English bark bound W, showing signals NYDC; 24th, lat 42 49, lon 51 28, an English bark bound W, showing signals TMCN.

Steamer Rotterdam (Dutch), Lucas, Rotterdam April 10 and Flushing 12th, with mdse and passengers to Punch, Edye & Co. 19th and 24 hrs had heavy W to NW gales, with tremendous seas, to the Banks; thence dense fog; April 24, lat 44 13, lon 51 30, passed bark Maria Clementina (Fr), fishing.

Ship Sea Witch (of Boston), Drew, Dublin 29 days, in ballast, to V H Brown & Co.

Ship America (Port), Soaris, Rio Janeiro 51 days, with coffee to G Amsinck & Co. Crossed the Equator March 30, in lon 36.

Bark Beatrice Havner (of Searsport), Havner, Padang 123 days, with mdse to Ira Bursley. Passed Cape Good Hope Feb 16; called at St Helena March 3 and sailed 7th; crossed the Equator March 21, in lon 35; all the crew have been sick with Java fever, and of them the following died:—Dec 28, John McCall, of Scotland, aged 35; 20th, Mathias Frederickson, aged 22, of Russia, and, on Jan 28, Roland D Mott, aged 20, a native of Germany.

Bark Norman (Br), Allen, Liverpool March 30, in ballast, to order. Anchored in lower bay for orders.

Bark Arlington (Nor), Palmstrom, Glasgow March 28, in ballast, to C Tobias & Co.

Bark Ismaele (Ital), Allegro, Belfast 45 days, in ballast, to Benham & Boyesen.

Bark Millie May (of Newcastle, Me), Blair, Havre 29 days, in ballast, to H F Metcalf & Co.

Bark America, Armstrong, Port Spain 14 days, with sugar and molasses to H Trowbridge's sons.

Bark D C Jones, (of Liverpool, NS), McCloud, Sagua 7 days, with sugar to order.

Brig Sirius (Br), McDonald, Barbadoes 24 days, with sugar to Ryder & Peabody; vessel to Gerhard & Brewer.

Brig Wm Phipps (Br), Brandtberg, Aux Cayes 18 days, with logwood and 4 passengers to Kunhardt & Co.

Brig Martha A Palmer (of St John, NB), Mathews, Cardenas 11 days, with sugar to Geo C Corson; vessel to P I Nevins & Son.

Brig G F Geary, Conklin, Sagua 12 days, with sugar to order; vessel to Evans, Hall & Co.

Schr T A Stewart (of Machias), Libby, Humacao 10 days, with sugar and molasses to J D Rivers & Co; vessel to Miller & Houghton.

Schr Pueblo, Medoro, Baracoa 7 days, with fruit to Gomez & Pearsall; vessel to Dollner, Potter & Co.

Schr Geo Hall, Simmons, Baracoa 10 days, with fruit to H W Loud & Co.

Schr Racer, Johnson, Virginia for Providence.

Schr Forest Oak, Parker, Baltimore for New Haven.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer General Whitney, Hallett, Boston for New York, with mdse and passengers to H F Dimock.

Steamer Galatea, Walden, Providence for New York, with mdse and passengers to Isaac Odell.

Schr Maggie Masters (Br), Balcom, Windsor, NS, for New York, with plaster to D K De Wolf & Co.

Schr Wm M Hivers, McDaniel, Providence for New York.

Schr Urbana, Allen, Providence for New York.

Schr E M Reed, Kelsey, New Haven for Baltimore.

Schr Samuel P. Goodwin, Williams, Stamford for New York.

Schr Ida Palmer, Palmer, Stamford for New York.

BOUND EAST.

Steamer Neptune, Berry, New York for Boston.

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

Bark Lady of the Lake (Br), McKenzie, New York for Exmouth, E (and anchored in Hart Island roads).

Schr George A Pierce, Baker, New York for Salem.

Schr R D Leach, Snow, New York for Provincetown.

Schr Thomas J Owen, Kelly, New York for Bridgeport.

Schr G L Lovell, Hoboken for Boston.

Schr Flight, Wilson, Port Johnson for Providence.

Schr Decatur Oakes, Baker, Port Johnson for Boston.

Schr Imogene Diverty, Hand, Amboy for Providence.

MARITIME MISCELLANY.

Capt R Bussius, of the German steamer Donau, from Bremen, has our thanks for special meteorological observations made in connection with the HERALD weather service.

SCHR J J MOORE, at Havana April 15 from Philadelphia, experienced a hurricane April 1 N of Frying Pan Shoal, which tore the jib to pieces; had boat carried away and sail broken.

SCHR WILD PIGEON, which grounded on Hartlett's reef some months since, and has been repairing at Noank, will be launched in a few days.

EAST HAMPTON, LI, April 28—The steamer Benzal (Br), Button, from Boston for New York, was this morning ashore 18 miles W of Montauk Point. She is in ballast. The crew are all safe. Later information has been received, stating that the vessel floated off at high water without assistance.

HALIFAX, April 28—The steamer Worcester, from Boston for Charlottetown, which was detained some days at Canso by ice, reached Pictou yesterday.

NEW LONDON, April 28—The steamer City of New Bedford, of the New Bedford and New York Steamship Company, with freight and passengers for New York, went ashore on the south end of Fisher's Island (Long Island Sound) in a dense fog at half-past eleven on Saturday night. She is thumping considerably. Tugs and schooners have gone to her assistance. It is believed she will come off. The passengers have landed here.

WHALEMEN.

Sailed from Honolulu, April 4, barks Progress, Lapham, NB, for the Arctic Ocean; 6th, Rainbow, Cogan, NB, for do; 12th, Mercury, Hickmott, NB, for do.

SPOKEN.

Ship Tyro (Br), Raymond, from Philadelphia for Havre, April 6, lat 48 35, lon 36 06.

Ship Saratoga, Kendall, from Calcutta for Bombay, March 17, lat 8 S, lon 77 E.

Ship Marie Hedemann (Ger), Stricker, from Bremen for New York, April 11, lat 53, lon 4 E.

Ship Scotia, Baker, from Havre for Trapani, April 10, lat 47 14, lon 8 25.

Ship Armore (Br), McConnell, from Liverpool for Montreal, April 12, lat 49 45, lon 14 28.

Ship M & E Cox (Br), from Falmouth for Madras, March 3, lat 3 10 S, lon 27 20 W.

Ship Alameda, Otis, from New York for San Francisco, March 29, lat 19 N, lon 35 W.

Ship Wm Yee (Br), Houghton, from Barrow for New York, April 6, lat 48, lon 17.

Bark Verona (Br), Hodgson, from New York for Hull, April 2, lat 47, lon 37.

Bark Prince of Wales (Br), from Sunderland for St John, NB, April 9, lat 49, lon 7.

Bark Jorgen Lorentzen (Nor), from Dublin for Quebec, April 3, lat 45, lon 23.

Bark Baltic (Nor), Kroger, from Pensacola for Arendal, March 13, lat 39, lon 37.

Bark Keta, Loring, Loring, from Philadelphia for Hiogo March 24, no lat, &c.

Bark Auguste (Ger), Hilmer, from Bremen for New York, April 14, 30 miles W of Scilly.

A bark showing QNLD, from Astoria for Queenstown, March 6, lat 36 S, lon 37 W.

Schr Soraia (Br), from London for Halifax, April 8, 20 miles SW of Scilly.

Schr Matilda Brooks, Jones, from Leith for Cardenas, March 30, lat 28, lon 93.

Schr Silas J Staples, Stroul, from Calais for New York, April 25, 40 miles SW of Montauk.

Schr Carl D Lathrop, from Lagua for Portland, April 20, lat 29 30, lon 80.

A vessel showing JKWF, from Astoria for Liverpool 5 March 5, lat 24 8, lon 20 W.

OUR CABLE SHIPPING NEWS.

ANTWERP, April 27—Sailed, ship Bremerhaven (Ger), Wohlt, Philadelphia; barks Shooting Star, Shoil, Imbuthe.

BREMEN, April 27—Arrived, bark La Gloire (Br), Blagdon, New York.

BORDEAUX, April 26—Arrived, bark Rhea (Ger), Budig, New York.

DUNKIRK, April 27—Arrived, barks Unanimus (Br), Cain, New York; Geo H Jenkins (Br), Ross, do (the latter is badly damaged).

HULL, April 28—Sailed, bark Serug (Aus), Sagatich, Philadelphia.

HAMBURG, April 27—Arrived, barks