LOUISIANA'S DEBT.

REJECTION OF BOTH MINORITY AND MAJORITY REPORTS IN THE CONSTITUTIONAL CONVENTION—VARIOUS PROPOSITIONS DISCUSSED.

NEW ORLEANS, June 30, 1879.

The Constitutional Convention has considered the reports of the Committee on the State Debt.

The majority report makes the debt as it existed on January 1, 1879, $3,168,313 03, and provides for bonds payable in thirty years bearing four per cent interest, which shall be exchanged for consolidated bonds on or before January 1, 1882.

The minority report provides that the principal of the consolidated bonds issued by the State is declared to be a valid obligation and shall remain inviolate; that interest shall be paid at the rate of three per cent for five years from January 1, 1880, and four per cent thereafter. The annual five and a half mill tax to pay interest is reduced to three mills. Coupons of consolidated bonds falling due on January 1, 1880, are remitted, and any interest taxes collected to meet said coupons are to be transferred to the account of the general fund to defray the expenses of the State government.

An amendment was offered to extend the three per cent interest to ten years in place of five years. Lost—yeas 49, nays 80.

The minority report was rejected—yeas 47, nays 82.

The majority report was also rejected—yeas 40, nays 89.

The vote by which the majority report was rejected was reconsidered. A substitute was offered to issue new bonds of the denomination of $5, $10, $20, $50, $100, $500 and $1,000, for which, at seventy-five cents on the dollar, consolidated bonds could be exchanged, with four per cent coupons attached to the new bonds. An amendment to the substitute reduces the amount to fifty per cent instead of seventy-five.

An amendment was offered to the original ordinance offered by the minority. It does not reduce the principal and makes the interest two per cent for five years, three per cent for ten years and four per cent thereafter. To this amendment another was accepted, providing that holders of consolidated bonds, by surrendering them should receive a new bond for seventy-five per cent of their face value, bearing a four per cent interest coupon receivable for all taxes for the interest fund.

Pending action the Convention adjourned until to-morrow.

A LOVER'S DESPERATION.

HE SHOOTS HIMSELF BECAUSE HIS SUIT IS REJECTED.

[BY TELEGRAPH TO THE HERALD.]

ALLENTOWN, Pa., June 30, 1879.

The quiet old Moravian borough of Emmaus had quite a sensation last night, and the principal actor will soon be numbered with the dead. A young man named Sharpe, of Boyertown, a tinker by trade, and about twenty-three years old, has for some time been paying attention to a young lady named Ettinger, daughter of Frederick Ettinger, whose head was cut off by the boiler explosion near East Texas, on Saturday morning, June 21. Yesterday Sharpe paid a visit to Miss Ettinger and in the evening went out walking with her. When they got home they said goodby to each other and he started off. When on the farm of Mr. Edwin Kline, in Allentown, Sharpe shot himself with a revolver. Two shots entered his body—one in the breast and the other in the side above the hip, the latter ball passing through his body. One shot missed, and four cartridges still remained in the pistol when found. The firing attracted attention, and persons who came up found him lying on the ground. He was taken to the Centre Hotel, in Emmaus, where he now is. He has been conscious all along, talking rationally and is slowly sinking. The doctors have been unable to find the bullet in his lung. Sharpe says he shot himself with suicidal intent, because the girl rejected his suit.

A TERRIBLE SUICIDE.

PROVIDENCE, R. I., June 30, 1879.

The wife of Postmaster John B. Pearce, of Bristol, has been regarded as partially insane for some time. A few weeks ago she shot her husband in the head while he slept. To-day, when Mr. Pearce went to dinner he found the door of his house fastened. He forced an entrance, and going to a chamber found Mrs. Pearce in bed wrapped in flames. It appeared that she had saturated the bed clothing with kerosene, laid down and set the bed on fire. The fire was extinguished, but Mrs. Pearce was so badly burned that she cannot survive the night.

SUICIDE OF LIEUTENANT M'CAWLEY.

ATLANTA, Ga., June 30, 1879.

Lieutenant Henry M. McCawley, Company I, Thirteenth infantry, shot himself through the head at four o'clock this afternoon. He went into an empty freight car at the Central Depot, and, standing in a corner, put a pistol to his mouth and pulled the trigger, the ball coming out through the top of his head. He is now lying insensible and cannot live through the night. He leaves a wife here and two grown up daughters, one at school in Philadelphia and the other with his brother, General McCawley, of the Marine Corps, Washington. The cause of the act was temporary aberration from financial troubles.

THE SMITH-BENNETT CASE.

MOTION FOR A NEW TRIAL TO BE ARGUED NEXT SATURDAY.

[BY TELEGRAPH TO THE HERALD.]

TRENTON, N. J., June 30, 1879.

The Supreme Court has decided to hear the Smith-Bennett murder case on a writ of error for a new trial on next Saturday. If there is a decision against the prisoners the Court of Errors and Appeals will review the case on either the following Monday or Tuesday, so that if necessary in the event of no new trial being granted the Court of Pardons may have an opportunity to hear any appeal for mercy that may be made. Both the Court of Pardons and the Court of Errors and Appeals will adjourn for the term the latter part of next week. The prevailing opinion among lawyers is that no new trial will be granted, and that the Court of Pardons will commute the death sentence to imprisonment for life.

SENTENCED TO DEATH.

ALBANY, N. Y., June 30, 1879.

Hillaire Entremouille was this afternoon sentenced to be hanged on the 20th of August next. His counsel made an ineffectual effort to stay the sentence, on the ground that one of the jurors did not think the prisoner was guilty, and only agreed to the verdict with the understanding that mercy should be recommended.

MURDER SUSPECTED.

GLOUCESTER, Mass., June 30, 1879.

On the 21st inst., George Bushey and John Finnegan left here somewhat intoxicated in a cat-rigged boat. On the following Monday Finnegan found himself ashore at Coffin's Shore, at West Gloucester, wet through and did not know how he came there. The boat, with Bushey, was gone. Finnegan left here last Monday by rail and has not been seen since. He is supposed to have had a small sum of money with him. On Sunday evening, City Marshal Moore received a telegram stating that the body of a man somewhat decomposed had been found in the pines, and from the description there is no doubt that it is that of Finnegan. Bushey, who returned with the boat, was arrested on Sunday, as there are strong suspicions of foul play. It seems that Finnegan went to Newburyport and met Bushey on Monday afternoon, and the latter tells conflicting stories about the matter. Finnegan was a junk dealer, about thirty-five years of age, and leaves a wife and two young children. He was very much addicted to strong drink, and entirely helpless when under its influence. Bushey is twenty-four years of age.

A PRISONER'S PERIL.

MEMPHIS, Tenn., June 30, 1879.

William Johnson, who committed an outrageous assault upon the child Lizzie Sherwood last Friday night, was taken to Brownsville, Tenn., this afternoon for safe keeping. The order for his removal was made by Judge Ray, of the Criminal Court, it being understood that an attempt was to be made to-night to storm the jail and lynch the prisoner. An express wagon was driven through the streets to-day with the following placard:—"To Citizens of Memphis:—Protect your wives and daughters from such villains as Bill Johnson." The driver of the wagon was promptly arrested by the police.

AN ENGINEER BLAMED.

[BY TELEGRAPH TO THE HERALD.]

ALLENTOWN, Pa., June 30, 1879.

The verdict of the Coroner's inquest in the East Texas boiler explosion case, rendered at six o'clock to-night, is as follows:—"That the cause of death was by an explosion of a boiler on the land of Jacob Sterner. We find from the evidence that the iron in the boiler was of good quality, but that the workmanship was poor; that the boiler was charged beyond its capacity by having additional weights on the safety valve, thus weakening and straining the same and causing the explosion." The verdict puts the responsibility upon the engineer. It is reported that the family of the deceased will sue the Lehigh Company, who owned the boiler.

THE SPINNERS' STRIKE.

NO PROSPECT OF ITS EARLY TERMINATION.

FALL RIVER, MASS., June 30, 1879.

This morning most of the mills have started up, many of them with less machinery in motion than at the close of last week.

Durfee Mill No. 1 and Tecumseh No. 1 are reported closed, the work of two mills being done in one in both cases. It is also reported that 3,000 operatives came out of the Merchants' Mill this morning, a reduction in the amount of filling being the cause.

A meeting of the spinners in their hall began at nine o'clock this forenoon to consider the situation. It is held with closed doors. Previous to the opening of the meeting a number of boys who have been engaged at the mules since the strike began, taking the place of the spinners, appeared at the hall and signed the books of the union, and will go in no more on that basis. It is said the help from abroad which has come in so far for the manufacturers is mostly in the Tecumseh and Merchants' mills. Despatches from abroad this morning, it is said, are to the effect that more spinners can be had for some of the mills by paying the expense of transportation.

BOSSES DETERMINED TO HOLD OUT.

The mill officials say they are determined to hold out and run all the machinery they can, and if they are finally obliged to shut down entirely to remain so until the strikers give in. The situation this morning is called more favorable for the manufacturers, inasmuch as that the result of the Sunday's conferences among the operatives has not resulted in more of them leaving the mills. There is not the slightest chance of the differences being settled for many days to come, and there is no indication of important changes at present.

GAINS FOR THE MILLS.

All the manufacturers report that they have held their own, and some have made material gains. The Flint Mill, which did not run last week, started with four mules running this morning, but this number was more than doubled this afternoon by the arrival of spinners from out of town. Tecumseh Mill has half a dozen or more imported spinners, who are quartered at Holly Tree Inn. A large crowd gathered around the inn when the mills shut down to-night, but the new spinners were well guarded, and there was no attempt at disturbance. The mills will shut down on Friday, July 4, and probably will not resume work until Monday. The city is very quiet, although there are more persons on the streets than there were during last week.

THE SUTRO TUNNEL.

SUCCESSFUL COMPLETION OF THE GREAT MINING ENTERPRISE.

SUTRO, Nev., June 30, 1879.

To-night the mountain tops overlooking the Washoe silver region and the Carson Valley are ablaze with bonfires, and the echoes of cannon and discharge of giant powder are heard in every direction. The event which is being celebrated is the final completion of the Sutro Tunnel for the reception of the water from the Comstock mines. After ten years of ceaseless labor day and night and the expenditure of $6,000,000 the powerful engine of the combination shaft of the Hale & Norcross and Savage mines was started up this morning at precisely six o'clock, discharging the water into the Sutro Tunnel, at the mouth of which it made its appearance in one hour and twenty minutes, showing a temperature at first of 101 degrees, which gradually increased to 118 degrees in eight hours. The water in the long drowned out mines was lowered 100 feet. Everything worked well. The wooden boxes, constructed of three-inch tongue and grooved Sierra Nevada pine, did not show a leak. No stream escaped from them, so that the tunnel showed barely an increase of temperature after the hot water was turned on. The water from the Sierra Nevada, Union, Ophir, the Bonanza Mines, Best and Belcher and Gould and Curry will not be turned in for a couple of weeks, and after all finds its way into the tunnel, it is expected that one of the double line of boxes will have ample capacity to carry off all the water. The success of this great engineering work surpasses all expectations.

TAX COLLECTOR MISSING.

HOLBROOK, Mass., June 30, 1879.

The sudden and mysterious disappearance of Henry Newcomb, Tax Collector of the town of Holbrook, is causing much comment to-day. It seems that on Saturday last Mr. Newcomb left here for Milton and is known to have dined there. Since then nothing whatever has been heard of him, and to-night the town is full of rumors in regard to his departure. He has been very peculiar in his actions for some time past, and the opinion is freely expressed that he is deranged. Mr. Newcomb has held various offices in the town and has been generally regarded as a man of good character. There are also rumors of irregularities in his department of the office, but owing to the absence of the Town Treasurer to-night, and also to the unsettled state of affairs, nothing definite can be ascertained in regard to the matter. There is known, however, to be between $2,700 and $3,000 of outstanding taxes which he has not turned over to the Treasurer. It is also said that before Mr. Newcomb disappeared he converted most of his property, consisting largely of real estate, into cash.

A RUBBER OPERATOR HELD.

BOSTON, Mass., June 30, 1879.

Information has been received here that Franklin J. Stuart was arrested at Rochester by Detective Pinkham, for obtaining a quantity of crude rubber by false pretences from George A. Alden & Co., of No. 190 Congress street, this city. Stuart's operations were carried on nearly a year ago, when he represented himself as being a member of a Rochester firm, the Stuart Rubber Company, with a paid up capital of $250,000, and he obtained credit to the amount of $50,000, but paid no bills. The firm had no responsible members, the names of the partners being James T. Stuart, Franklin J. Stuart and James J. Evans. Requisition papers were obtained from the Governor of New York and the arrest soon followed. Stuart's friends procured a writ of habeas corpus and he was held in a local court in the sum of $6,000. Next week he will probably be delivered to the Massachusetts officer.

It is said that George A. Alden & Co. lost about $8,000, and that several other Boston firms, whose names are at present withheld, are heavy sufferers.

MASSACHUSETTS PROHIBITIONISTS.

BOSTON, June 30, 1879.

The Prohibitory State Committee met this afternoon and adopted an address to the voters of Massachusetts, denouncing all laws that favor the liquor traffic and urging a thorough organization in support of absolute prohibition.

The committee voted to hold a convention to nominate State officers September 24.

MAINE DEMOCRATS.

BANGOR, June, 30, 1879.

Delegates to the Democratic State Convention have begun to arrive. The steamer Hercules, from Rockland, arrived to-night with a large number of delegates. Abraham Sanborn has been selected as temporary chairman, and Royal E. Gould, of Biddeford; E. P. Payson, of Deering; A. T. Farnham, of Pembroke, and C. H. McClellan, of Bath, as secretaries.

CITY NEWS ITEMS.

Henry Allen was yesterday appointed school inspector of the Seventh district, by Mayor Cooper, in place of Andrew Mills, deceased.

Two of the large coal companies issued circulars yesterday in which the price of coal for July is advanced ten cents per ton over last month's rates.

One dollar from "Mrs. J. L. P." and $5 from "L." have been received at this office for the relief of Mrs. Cordell, whose necessities were made known in Sunday's HERALD.

William E. Haskins, for the past ten years Clerk of the Supreme Court, Circuit, Part 2, was yesterday removed by Hubert O. Thompson, County Clerk, and Harry H. Tyson appointed in his place.

One thousand and sixty immigrants were landed at Castle Garden since Saturday. The Germanic, from Liverpool, brought 612; the Denmark, from London, 185, and the Ethiopia, from Glasgow, 263.

The Lenox Library, at Fifth avenue and Seventieth street, was closed yesterday for the summer. It was opened for the season at the beginning of last October, and has been extensively patronized by the lovers of art and rare literature.

A Central Park policeman, on the 27th ult., found the body of an unknown man near the bridle path, opposite the Seventh avenue entrance. Along side of deceased was a goblet, wh ch contained a quantity of Paris green, and an empty soda water bottle. The body was removed to the Morgue, and, not being claimed or identified, was buried in Potter's Field. A coroner's inquest was held yesterday and a verdict of "Death from suicide by taking Paris green," was rendered.

Herman Van Felde, of No. 611 Grand street, while standing in front of his home about nine o'clock on Sunday evening, was knocked down and robbed of a gold watch and chain by two men, who then ran off. Officer Farley pursued and arrested one of them, who described himself as Robert Lynch, twenty-two years old, of No. 47 Elizabeth street. Yesterday, the other giving the name of Daniel Murray, twenty-eight years of age, surrendered himself to the police. The prisoners said they had a little difficulty with Van Felde, but had not robbed him. They were held in Essex Market Court for trial in default of $2,000 bail each.

Mr. M. Fisher, a resident of New York, arrived here on the steamer Germ nia on Sunday afternoon. Among his effects was one trunk, the contents of which he did not declare. Officer Noble McDonald, who was assigned to examine his baggage, found in the trunk twenty-six yards of the best bonnet silk, worth about $3 per yard; two dozen ladies' silk hose, one dozen pair ladies gauntlet kid gloves, five dozen fine linen handkerchiefs, gentlemen's silk shirts and drawers, laces, table cloths and napkins of the finest damask, a case containing a set of carving tools and a number of other articles. The trunk and contents which are valued at about $600, upon which there is an average duty of sixty per cent, were confiscated.

OBITUARY.

SIR WILLIAM FOTHERGILL COOKE.

The cable this morning announces the death in London yesterday, at the age of seventy-three years, of Sir William Fothergill Cooke, who constructed the first telegraph line in England, that from Paddington to West Drayton. Sir William was the son of William Cooke, Esq., M. D., of Durham, and was born at Ealing, Middlesex, in 1806. Having received his education at Durham school and the University of Edinburgh, he was appointed in 1826 to the East Indian army, in which he held various staff appointments till 1831. On his return home he devoted his time to the study of anatomy and physiology at Paris and Heidelberg and modelling his anatomical dissections for the illustration of his father's lectures at Durham University. In March, 1836, directing his attention to the electric telegraph, he occupied himself exclusively with it for many years. He entered into partnership with Professor Wheatstone, and formed, in conjunction with Mr. J. L. Ricardo, member of Parliament, the first telegraph company, of which he was a director at the time of his death. The first telegraph line in England was constructed by Mr. Cooke, from Paddington to West Drayton, on the Great Western Railway, in 1838-9. In 1840 he established the telegraph on the Blackwall Railway, and in 1841 a short line from the Queen Street station at Glasgow, through the tunnel to the engine house at Cowlairs, on the railway to Edinburgh. In 1842-3 the line from West Drayton to Slough. In 1843 two short lines were made in Ireland and in England, and in 1844 one of considerable length—from London to Portsmouth—for the British government. In 1867 he received the fourth Royal Albert gold medal, his name being preceded by Faraday's for the introduction of the practical electric telegraph. Queen Victoria conferred on him the honor of knighthood in 1869, and in 1871 he received a civil list pension of $500.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTH OF JULY.

Steamer.	Sails.	Destination.	Office.
Wisconsin	July 1.	Liverpool	29 Broadway
Denmark	July 2.	London	69 Broadway
Gallia	July 2.	Liverpool	4 Bowling Green
City of Montreal	July 2.	Liverpool	31-33 Broadway
Amerique	July 2.	Havre	55 Broadway
State of Indiana	July 2.	Glasgow	72 Broadway
Lessing	July 3.	Hamburg	61 Broadway
England	July 5.	Liverpool	69 Broadway
Germanic	July 5.	Liverpool	37 Broadway
Victoria	July 5.	London	7 Bowling Green
Ethiopia	July 5.	Glasgow	7 Bowling Green
Rhynland	July 5.	Antwerp	32 Broadway
Rhein	July 5.	Bremen	2 Bowling Green
Montana	July 8.	Liverpool	29 Broadway
Greece	July 9.	London	69 Broadway
Algeria	July 9.	Liverpool	4 Bowling Green
Scheidam	July 9.	Rotterdam	50 Broadway
Pereire	July 9.	Havre	55 Broadway
Republic	July 10.	Liverpool	37 Broadway
State of Virginia	July 10.	Glasgow	72 Broadway
Silesia	July 10.	Hamburg	61 Broadway
Spain	July 12.	Liverpool	69 Broadway
City of Richmond	July 12.	Liverpool	31-33 Broadway
Utopia	July 12.	London	7 Bowling Green
Circassia	July 12.	Glasgow	7 Bowling Green
General Werder	July 12.	Bremen	2 Bowling Green
Wyoming	July 15.	Liverpool	29 Broadway
Scythia	July 16.	Liverpool	4 Bowling Green
France	July 16.	Havre	55 Broadway
City of Chester	July 17.	Liverpool	31-33 Broadway
Cimbria	July 17.	Hamburg	61 Broadway
State of Georgia	July 17.	Glasgow	72 Broadway
Baltic	July 19.	Liverpool	37 Broadway
Holland	July 19.	London	69 Broadway
Erin	July 19.	Liverpool	69 Broadway
Devonia	July 19.	Glasgow	7 Bowling Green
Main	July 19.	Bremen	2 Bowling Green
Maas	July 19.	Rotterdam	50 Broadway
Arizona	July 22.	Liverpool	29 Broadway
Abyssinia	July 23.	Liverpool	4 Bowling Green
City of Brussels	July 24.	Liverpool	31-33 Broadway
Suevia	July 24.	Hamburg	61 Broadway
The Queen	July 26.	Liverpool	69 Broadway
Bolivia	July 26.	Glasgow	7 Bowling Green
Mosel	July 26.	Bremen	2 Bowling Green

ALMANAC FOR NEW YORK THIS DAY.

SUN AND MOON.			HIGH WATER.		
Sun rises	4 32		Sandy Hook	morn	5 01
Sun sets	7 35		Gov. Island	morn	5 46
Moon sets	morn 1 51		Hell Gate	morn	7 31

HERALD YACHT WEATHER OBSERVATIONS.

June 30.	Hour.	Bar. Inch.	Ther. Deg.	Wind.	State of Weather.
Staten Island	Noon	30.00	80	N	Partly cloudy
Hospital Ship	4 PM	30.05	82	SE	Partly cloudy
High'lands	8 PM	30.05	73	Calm	Clear
Horseshoe	12 PM	30.05	68	NW	Clear

WESTERN UNION TIME BALL.

NEW YORK, June 30—Noon.

The Western Union time ball dropped correctly to-day.

PORT OF NEW YORK, JUNE 30, 1879.

ARRIVALS.

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

Steamer Denmark (Br), Williams, London June 11 and Gravesend 13th, with mdse and 222 passengers to F W J Hurst. Had strong westerly winds; June 27, no lat, &c, passed a Cunard steamer bound E; same day, lat 40 57, lon 61 47, a French steamer bound E; same day, lat 41 01, lon 61 18, bark Aspatshow, bound E; 27th, lat 40 49, lon 64 22, steamer Celtic (Br), from New York for Liverpool; 28th, 5 PM, a brig-rigged steamer, bound E; 7 PM, lat 40 43, lon 66 47, steamer Olbers (Br), from New York for Liverpool; 10 PM, lat 40 41, lon 67 09, an Anchor line steamer, bound E.

Steamer Ethiopia (Br), Campbell, Glasgow June 19, with mdse and 252 passengers to Henderson Bros.

Steamer Schiedam (Dutch), Chevalier, Rotterdam, June 14, with mdse and passengers to Funch, Edye & Co.

Steamer R F Matthews (Br), Williams, Lisbon via Delaware Breakwater 15 days, in ballast, to J C Seager.

Steamer Tybee, Crowell, Fernandina June 25 via Charleston, SC, 26th, with mdse and passengers to W P Clyde & Co.

Steamer City of Savannah, Kempton, Savannah 56 hours, with mdse and passengers to Geo Yonge.

Steamer Charleston, Woodhull, Charleston, June 28, with mdse and passengers to Jas W Quintard & Co. June 30, 10:30 AM, off Delaware Lightship, passed schr W H Van Brunt, from Jacksonville for New York; also spoke ship T H Allen, of Richmond, from Kennebec River for Baltimore.

Ship E W Stetson, Moore, London 38 days, with mdse to Grinnell, Minturn & Co. Had light southerly winds, with rain or fog, the greater part of passage.

Bark H A Parr (of Yarmouth, NS), Robins, London 40 days, in ballast, to J W Parker & Co.

Bark Lidskjalf (Nor), Gundersen, Greenock 45 days, with coal to order; vessel to Funch, Edye & Co. Came the northern passage and had westerly winds most of the passage. June 22, lat 40, lon 45, passed a great number of deal planks, bright and clean, apparently but a short time in the water.

Bark Christopher Columbus (Nor), Knudsen, Leith 50 days, with coal to order; vessel to Bockmann, Oerlein & Co.

Bark Nebo (Nor), Johansen, Cork 28 days, in ballast, to Funch, Edye & Co. Was 14 days W of the Banks, with fine weather and calms.

Bark Horten (Nor), Andersen, Grimstadt 38 days, in ballast, to Bockmann, Oerlein & Co. June 14, lat 44, lon 48, passed bark Passat (Nor), Pedersen, from New York for Cronstadt.

Bark Rio de la Plata (of Pictou, NS), McQuarrie, St Nazaire 36 days, in ballast, to Miller & Houghton. Had fine weather; May 25, lat 32 20, lon 18 30, passed the wreck of the bark Freidrich (Ger) before reported.

Bark Runer (Nor), Langfeldt, Cherbourg 35 days, in ballast, to Benhaun, Boyesen & Co. Anchored in Gravesend Bay for orders.

Bark Elgin (of St John, NB), Turner, Dunkirk 50 days, in ballast to P I Nevins & Son.

Bark Nellie May, Ross, Havana 14 days, in ballast, to B F Metcalf & Co.

Bark Miranda, Corbett, Havana 14 days, with melado to order; vessel to Brett, Son & Co.

Bark Sappho (Br), Gordon, Havana 30 days, with sugar to J M Ceballos; vessel to P F Gerhard.

Bark Professor Schweigaard (Nor), Olsen, Cardenas 12 days, with sugar to order; vessel to Bockmann, Oerlein & Co.

Bark Gyller (Nor), Ostensen, Sagua 16 days, with sugar and molasses to order; vessel to Benham, Boyesen, Pickney & Co.

Bark Evening Star (Br), Chick, St Jago and Guantanamo, with sugar to Wardell & Co.

Bark Industry (Nor), Larsen, Bermuda 13 days, in ballast, to Funch, Edye & Co.

Brig John Shay, Baker, Cardenas 11 days, with sugar to order; vessel to A Abbott.

Schr J P Macbeca, Woodbury, Rustan 15 days, with fruit to Wm Douglas; vessel to master.

Schr Flora Condon (of Belfast, Me), French, Fajardo, PR, 12 days, with sugar and molasses to Lanman & Kemp; vessel to Gilchrist & White.

Schr Carrie Bonnell, Alexander, Baracoa 10 days, with fruit to master.

Schr Ida A Thayer, Karal, Virginia.

Schr C H Malleson, Williams, Virginia.

Schr W G Bartlett, Parsons, Virginia.

Schr Three Brothers Bailey, Virginia.

Schr Clara, Predmore, Virginia.

Schr Woodruff Sims, Willetts, Virginia.

Schr E A Anderson, Rankin, Georgetown, DC, for Middleton, Ct.

Schr E J Staples, Strout, Gardiner 8 days, with lumber to Simpson, Clapp & Co.

Ship Theodore (Ger), from Antwerp; barks St Olaves (Nor), from Dublin, and Industria (Nor), from Cardiff, which were anchored below for orders, came up to the city 30th.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer Alhambra (Br), McElhenney, St Johns, NF, and Halifax, NS, for New York, with mdse and passengers to Clark & Seaman.

Schr W & H Wotherspoon (Br), Pettis, Windsor, NS, for New York, with plaster to Wotherspoon Bros.

Schr Mary Eliza, West, Bangor for New York.

Schr Centurion, Young, Boston for New York, with loss of mainsail.

Schr L Florence, Abbott, Boston for New York.

Schr Chase, Ingraham, Hyannis for New York.

Schr F Howe, Ellis, Wareham for New York.

Schr Ariel, Candage, Somerset for New York.

Schr Decatur Oakes, Baker, Providence for New York.

Schr Chief, Smith, Norwich for New York.

Schr H L Vandervort, Avery, New London for New York.

Schr Liberty, Bennett, Hartford for New York.

Schr C Vandersen, Vandersen, New Haven for Philadelphia.

Schr Billow, Shropshire, New Haven for New York.

Schr A Borda, Borda, New Haven for New York.

BOUND EAST.

Steamer Bolivar, Geer, New York for New London and Norwich.

Bark Lottie (Br), Kirby, New York for Belfast (Ireland).

Brig Kate McDougal (Br), Stewart, New York for Aquilla, PR, and anchored in Hart Island Roads.

Schr Joseph Wilde, Hall, New York for Boston.

Schr Isaac H Borden, Dodge, New York for Fall River.

Schr J H Burnett, Rasmussen, New York for Providence.

Schr J M Bayles, Snow, Hoboken for Providence.

Schr Rescue, Jones, Hoboken for Providence.

Schr Sarah E Jones, Nash, Rondout for Boston.

Schr Revenue, Phinney, Rondout for Boston.

Schr Oregon, Henderson, Poughkeepsie for Gardiner, Me.

Schr Charleston, Haskell, Amboy for Searsport.

Schr W Freeman, Rogers, Amboy for Boston.

Schr Nathaniel Holmes, Dow, Amboy for Providence.

Schr J J Ward, Edwards, Alexandria for New Haven.

Schr Reindeer, Howard, Virginia for New Haven.

Schr Ira Bliss, Hudson, Philadelphia for Edgartown.

BELOW.

Bark Eliza White, from Boston.

CLEARED.

Steamer Gaerloch (Br), Donaldson, Leith—Henderson Bros.

Steamer Acapulco, Shackford, Aspinwall—Pacific Mail Steamship Co.

Steamer J W Garrett, Foster, Baltimore—J S Kreme.

Steamer E C Biddle, Wallace, Philadelphia—Wm P Clyde & Co.

Steamer Chesapeake, Mangum, Portland, Me—J F Ames.

Ship Wm McGilvery, Nickels, Melbourne—R W Cameron & Co.

Ship Strathearn (Br), Macnicol, Glasgow—Henderson Bros.

Ship Thor (Nor), Zachariasen, Marseilles—Slocovich & Co.

Ship Joseph S Spinney, Jordan, San Francisco—Sutton & Co.

Bark New Republic (Br), Dix, Adelaide—Wm H Crossman & Bro.

Bark Eri Koenig (Ger), Nauch, Adelaide—R W Cameron & Co.

Bark Nicola (Ital), Ferrari, Hull—Slocovich & Co.

Bark Weidenjhelm (Swe), Lundbach, Bristol—Benham, Boyesen & Pickering.

Bark Umberto Primo (Ital), Cangiano, Plymouth, E—John C Seager.

Bark Castelar (Nor), Carlsen, Newry—Funch, Edye & Co.

Bark Rosa (Aus), Cosulich, Cork or Falmouth for orders—Funch, Edye & Co.

Bark Competitor (Ger), Kuhn, Antwerp—Funch, Edye & Co.

Bark Zanrak (Ger), Aalholm, Hamburg—C Tobias & Co.

Bark Guchen (Fr), Bouton, Bilbon—Boyd & Hincken.

Bark Zephir (Fr), Gamot, Oporto—Dassori, Strachie & Co.

Bark Principe de Napoli (Ital), Starita, Constantinople—Funch, Edye & Co.

Bark Adelina (Aus), Raicich, Constantinople—Slocovich & Co.

Bark Dio Fili (Aus), Bernetich, Marseilles for orders—Slocovich & Co.

Bark Phison (Aus), Cosulich, Marseilles—John C. Seager.

Bark Kennard, Downing, Buenos Ayres—John Norton & Son.

Bark Curacoa (Br), Faulkner, Williamstadt (Curacoa)—D A DeLima & Co.

Bark Elba, Powers, Havana—J E Ward & Co.

Bark Ann Elizabeth, Phelan, Havana—J E Ward & Co.

Brig Granfos (Nor), Christensen, Bergen—Funch, Edye & Co.

Brig Triton (Nor), Oftsie, Drontheim—Funch, Edye & Co.

Brig I W Parker, Kane, Oporto—J A Janssen.

Brig Carlo (Ital), Lauro, Pozzuoli—Lauro, Storey & Scarpa.

Brig Britannia (Br), McKenzie, Rio Janeiro—Thomas Norton & Co.

Brig Canadian (Br), Mustard, Barre Torre (St Kitts)—Cartwright & Harrison.

Brig Havana, Meyer, Havana—J E Ward & Co.

Brig Maulius (Br), Williams, Wilmington, NC—J W Parker & Co.

Schr Ricardo Barros, Newton, Baracoa—B J Wenberg & Co.

Schr Alice Vane, Davies, Key West—Benner & Pinckney.

Schr S L Russell, Wilson, Jacksonville—Warren Ray.

Schr J D Ingram, Stebbins, Philadelphia—James A Van Brunt.

SAILED.

Steamers Acapulco, for Aspinwall; Albemarle, Lewes, Del; ship Robena, Cork or Falmouth; barks Luiga V (Ital), do or do; Herdis (Nor), do or do; Rozetto Padre (Ital), do or do; St Andrea (Ital), Dublin; Teresa (Ital), Naples.

MARITIME MISCELLANY.

Capt Trudelle and First Officer Pouvreau, of the French steamer France, have our thanks for special meteorological observations made in connection with the HERALD Weather Service.

STEAMER COLINA (Br), from Glasgow for Montreal, before reported as ashore at Cape La Roche, was floated June 29, and left in tow of tugs for Quebec, where she will arrive on the 30th and dock for repairs.

BRIG ARCTIC (Br), Brinton, from New York for Lunea, Spain, went ashore on Block Island in the fog Sunday morning last. The wrecking company got her off at 3 PM, and she reached Newport yesterday leaking badly. The salvage is $1,500.

SCHR A G PEASE, of Middletown, Conn, from Providence for New York, sprung her foremast and put into Newport, RI, June 30, to procure a new one.

SCHR ILLINOIS, from New York, which put into Newport June 28 leaky, stopped the leak and proceeded same day for Somerset.

SCHR ASOS CUTLER, Wilson, of and for Gloucester, from a fishing cruise, ran on a ledge near Matinic Island on Saturday night, and on Sunday morning had entirely gone to pieces and is a total loss, together with about 100 tubs of fish. The crew got off in a dory.

SCHR TEMPEST, Riley, from Philadelphia for Norfolk, with coal, while entering the latter port evening of 27th, the wind failing, was carried by the tide on to the reef nearly opposite the lighthouse, and sunk about two hours after. She will probably go to pieces.

SCHR A R LEAMING (of Philadelphia), Calhoun, at Cambridgeport Mass, during the storm on Sunday afternoon, was struck by lightning. The foretopmast was badly shattered and the foremast split for several feet. The Captain was in the cabin and felt the shock, supposing that the deck had been struck, but found that the only injury was to the mast.

PENSACOLA, June 27—The brig Ernest, from Havana, now in quarantine, has permission of the health authorities to depart for some other port, as she will not be allowed to load either at the station or Pensacola until after frost. No vessels from Havana after this season of the year will be allowed to load until after frost, either at the station or city.

PROVINCETOWN, Mass, June 29—Sloop Abbie S White, which has been employed in wrecking the schr Charles S Rogers, before reported run down and sunk back of Cape Cod, arrived at this port to-day, bringing the body of a man taken from the forecastle of the Rogers. The body is very much decomposed and the features undistinguishable. He is 5 feet 9 inches in height, apparently about 45 years old; has a full black beard and black hair, and was dressed in checked cotton shirt, denim pants and Nova Scotia woollen stockings. Medical Examiner Dr J M Crocker was summoned, who delivered the body over to undertaker Knowles to be deposited in the tomb.

WHALEMEN.

Arrived at New Bedford June 30, bark Wave, Hammond, Atlantic Ocean and La Plata Ground, with 800 bbls sp. Sent home on the voyage 380 bbls. sp. Reports June 26, off Hatteras, saw a whaling schooner bailing.

Arrived at Bermuda June 11, bark Lydia, Corey, of NB, from Pernambuco, put in for vegetables (and proceeded).

At Mauritius, May 24, barks Laetitia, Craw, arrived 11th, and Martin, Sturgis, arrived 20th; both put in for refreshments.

Spoken—June 21, lat 30 20 N, lon 74 10 W, schr Agate (of Provincetown), Rich, cruising, had 260 bbls blackfish and 48 do sperm; same time schr Arizona (of Provincetown), White, had taken 48 bbls since leaving West Indies.

SPOKEN.

Ship Ventus, Stetson, from New York for Anjier, June 27, lat 4 lon 69 06.

Ship Maria Anna (for), from Bremen for Philadelphia; bark Gudvang (Nor, from Altona for do; Mizpah (Br), from Bordeaux, for do; Peleg (Aus), from St Nazaire for do June 29, 50 miles S of Montauk.

Bark Fioretta (of Chicago), from Barbados for Hamilton, Ont, June 8, 50 miles NW of Barbados.

Bark Comerin (Br, Major, from Liverpool for Baltimore, June 4, lat 41, lon 25.

Bark Templar (Br), from Newry for Delaware Breakwater, June 27, lat 49 20, lon 60.

Brig Speedwell (Br), from Tampico, Mexico, for Fatmouth, June 21, lat 35 38, lon 74 10.

Schr S W Hunt, McFadden, 5 days from New York, for Jamaica, June 25, lat 35 20, lon 43 30.

OUR CABLE SHIPPING NEWS.

ANTWERP, June 30—Arrived, bark Helen Sands, Bosford, Charleston.

Sailed 30th, steamer Zeeland (Belg), Flaherty, Philadelphia.

AMSTERDAM, June 30—Arrived, ship Olaf (Nor), Andersen, New York.

Sailed 30th, bark Johanna (Ger), Koepcke, New York.

ARENDAL, to June 30—Arrived, bark Transatlantic (Nor), Jensen, New York.

ALICANTE, June 24—Sailed, bark Ariosto (Ital), Bianchi, New York.

BREMEN, June 30—Arrived, bark Auguste (Ger), Von Harten, Baltimore.

BORDEAUX, June 27—Arrived, barks Marina Bonvenuto (Ital), Piccaluga, Baltimore; 28th, Indipendenza (Ital), Cafferena, Philadelphia.

Sailed 26th, bark Moland (Nor), Emanuelsen, New York.

CARDIFF, June 30—Sailed, steamer Rhisvladda (Br), Allen, New York.

CALAIS, June 29—Arrived, bark Giulio II (Ital), Dodero, Philadelphia.

CAEN, June 28—Arrived, bark Mizpah (Nor), Olsen, Philadelphia, with mainmast broken.

CETTE, June 27—Arrived, bark Vittoria (Ital), De Martino, New York.