CONNECTICUT.

Governor English Sure of Re-Election by Over Two Thousand Majority.

State Ticket, Legislature and Three Members of Congress Certain for the Democracy, With an Even Chance in the Third, or New London and Windham, Districts—Stedman and the Democracy Confident of Carrying It on Monday—General Consternation in the Radical Camp.

NEW HAVEN, March 30, 1871.

For the sixth time Governor English is the "acclamation" candidate and unanimous choice of the gallant democracy of this noble little State for the position to which he has been four times elected, and of which he is now the honored incumbent. He has repeatedly and persistently "begged off," urging the claims of an extensive private business, which for a number of years has been made to yield to public and official duties. His appeal has been unheeded, and he has once more been constrained to give way to the popular demand.

Nothing in the future is more certain than that he must continue for at least one year more to serve the good people of the State in that capacity for which he has proved himself so eminently adapted. No intelligent man doubts that he will be re-elected on Monday next by a larger majority than he has ever received. When first nominated in 1866 he confronted a radical majority of over eleven thousand, and failed of an election over a popular military hero, fresh from the field, by less than three hundred votes. The next year he laid him out cold to the tune of just about one thousand majority. In the year next succeeding he distanced his competitor by about eighteen hundred votes.

In 1869 he failed of an election by less than two hundred and fifty votes, owing to an unfortunate local controversy, which everybody in Connecticut understands, Grant having carried the State in the previous autumn by about three thousand majority. Last year, running without weights, against his present popular competitor, who had spent his year's novitiate in the Gubernatorial chair, in making love to all the men, women, and children in the State, regardless of caste or color, and thought himself nicely fixed for an indefinite term, he sent the precious jewel of the Connecticut radicals back to his belting establishment, leading him eight hundred and fifty votes. This year he will give him such a political "belting" as will be likely to give him a disrelish for that particular branch of the business for all time to come. Governor English is so firmly intrenched in the respect and affection of the people that his defeat is simply an impossibility. He has originated and consummated so many useful reforms and taken such high and conservative ground upon all questions involving the welfare of the people and the honor of the State, that his integrity, patriotism and administrative skill and energy are conceded by candid men of all parties. This year his triumph by an increased majority is placed beyond peradventure by the criminal folly of the administration at Washington and the consequently radical distractions which prevail at home. Dominica with Grant, and Starkweather and New Hampshire, and Sumner's glorious martyrdom to free thought and free speech and Senatorial independence, and terrific *exposé* of the criminality of the administration, constitute a load which the radicals in their best days could not carry. Even the colored vote, upon which they have so much relied, has become a perplexity to them in this their hour of greatest need. There is every reason to believe that Governor English will receive the majority of that vote. He has always been the friend and benefactor of these people. Long before the idea of giving them political power had been seriously entertained in the State he contributed largely to build their churches and schoolhouses, and furnished them remunerative employment, while the radicals were using them as stalking horses to carry them into power, but forgetting to put their hands in their pockets for the relief of their most pressing wants. They know who Governor English is, and they are familiar with his entire public career, and unless they yield to unwarrantable dictation will be found depositing their ballots for him in such numbers as will confound their self-constituted advisers and aggravate the humiliation of their defeat. Under all the circumstances the Governor's majority will be more likely to exceed than fall short of 2,000. The clearest-headed, coolest and best informed democrats feel as certain of carrying the State ticket, the Legislature and three members of Congress, as that the Sun will "rise the day" on the 3d of April.

In the only doubtful district (Windham and New London) hitherto the stronghold of Connecticut radicalism, there will be an awful rattling among the dry bones of the Grant party, represented by Starkweather, the present member. His renomination for the third term was procured by bribery and trickery, in which his Congressional experience has made him an adept and expert. It was contrary to precedent and fair usage, it having been well understood that at the expiration of his second term, the nomination should go to Windham county, which has always furnished the necessary majority to keep New London county men in high positions, including Governors and Senators and Judges, while in the distribution of the spoils they have been most shamelessly and persistently snubbed.

This injustice, so wanton and long continued, they have borne with more than human patience. But just now they are bristling all over with righteous indignation. They have reached that point, where endurance ceases to be a virtue. The recent nomination of Starkweather was the ounce required to break the camel's back, and unless their resentment oozes out at their tongued ends or they are whipped or jointed into submission, Starkie will know on the 4th of April what they think of him, of his Congressional jobbery and of the peculiar tactics by which he cheated them of their honest and acknowledged political rights.

Most wisely the democracy of this district have put in nomination one of the best and purest men in the State, an able and successful journalist, an earnest and conscientious democrat, a public spirited and universally esteemed citizen, and, to sum up all, a Christian gentleman. That man is Mr. John W. Stedman, editor and publisher of the Norwich *Daily Advertiser* and the *Weekly Aurora*. Hundreds of conservative republicans will vote for him because they know him for a true and noble man; other hundreds, with whom the honor of the district is a higher consideration than a nominal party triumph, because they recognize his moral superiority to the tricksier who has trampled on party usage and fair dealing and violated his own pledges and is besmeared all over with Congressional jobbery; numerous others, not that they love Stedman more, but Starkie less, for reasons heretofore suggested, and others too tedious to mention." That radical majority of 2,000 and upwards, furnished mainly by Windham county, is rapidly going "where the woodbine twineth." Starkweather is morally beaten at this moment. He has dug his own political grave, and will have use for it sooner than he now expects. Norwich and New London, late the republican strongholds of his own county, will both chime out his death knell on Monday, and then old Windham will tenderly and cheerfully assist to "put him in his little bed." Then, goodby, Starkie; goodby, Grant. "Let us have peace." The election of Colonel Stedman would be less surprising under the circumstances than the result in at least one district in New Hampshire, should he fail a few votes short he will have carried such havoc and consternation into the ranks of the opposition as to make his victory in the next fight a foregone conclusion.

In the other districts everything is working most favorably for the democracy, and no doubts are entertained of their success in each by healthy majorities. Connecticut sees New Hampshire and goes her 2,500 better. Once more, "Let us have peace."

BAGGING BURGLARS.

Last Thursday night about eleven o'clock, officer Dyer, of the Tenth precinct, noticed two men carrying a large trunk through Ludlow street, near Broome street. Seeing something suspicious in their appearance he overhauled them. One of the bearers immediately ran off, but the officer succeeded in holding the other. On being brought to the station house the trunk was found to contain various musical instruments and some wearing apparel, afterwards ascertained to be the fruits of a robbery committed on the house of John Brogan, 100 East Houston street, about three weeks ago. Previous to his arrest the prisoner had left two bird cages, containing twenty-nine birds—likewise the property of Mr. Brogan—at 79 Ludlow street, which was also recovered. Yesterday the house of the prisoner, whose name is Hugo Pulzel and lives at 177 Ludlow street, in the rear, was thoroughly searched. In his rooms were found banjos, parts of banjos, cigars, plumbers' instruments and many other articles, the fruits of an extensive series of felonious operations. Peter Hanken, of 202 East Houston street, identified the plumbers' tools, and a cigarmaker, residing at 90½ Allen street, recognized the cigars as his own. Among the plunder was discovered a hobby coat, marked "William Wade, Pike's Opera House." This garment awaits a claimant. Hugo was brought before Judge Scott yesterday afternoon; but remanded to the Tenth precinct Station House to await further developments.

THE ENGLISH UNIVERSITIES BOAT RACE.

Contest Between the Oxford and Cambridge Crews To-Day.

The Course from Putney to Mortlake—The Struggle to Take Place at an Early Hour—The Betting in London—Names and Weights of the Men—The Boats.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, March 31, 1871.

The city is considerably excited, as is usual yearly, with respect to the issue of the struggle of the Universities' boats' crews of Oxford and Cambridge on the Thames to-morrow.

It has been decided that the great race will come off on the Thames, and over the usual course between Putney and Mortlake.

Owing to the condition of the river tide the races will be rowed in the morning before ten o'clock.

The latest betting in the city is six to four on the Cambridge.

Both crews have been doing plenty of work of late, but both have been greatly hindered in their training by the state of the weather.

They have labored diligently, notwithstanding, in the Isis and the Cam.

THE CREWS AND BOATS.

The Oxford crew made their first training appearance in their light racing boat, after a preliminary row in the old "gig eight." They rowed three times to Iffley and back, coached on each occasion by the president and Mr. Tinné, the ex-president. The new boat was built by Salter for the present crew, and, in consequence of the weights of the men, is fuller forward, and has more floor than the generality of Salter's boats. As far as one can judge it carries them very well, and is extremely steady.

The Oxford crew, as it was finally selected, comprises three of last year's crew and five of last year's trial eight men. They are:—

	St.	Lbs.
M. G. Farrer, Brasenose	11	12
E. Giles, Christ Church	12	5
T. S. Baker, Queen's	13	6
E. C. Malan, Worcester	13	5
J. E. Edwardes-Moss, Balliol	12	10
F. E. H. Payne, St. John's	12	10
R. Lesley, Pembroke	12	12
J. W. Bunbury, Brasenose	12	—
H. Hall, Corpus (cox.)	7	7

The last named gentleman was coxswain last year.

Some short time since the Cambridge men paddled easily down to Wandsworth, where they went ashore to exchange the old for the new boat which has been built for them by J. H. Clasper. She seems to ride a little higher in the water than the boat that carried them so beautifully to victory last year, and she is in all respects one of the most handsome craft that this builder has placed upon the water. Built strictly to the measurement of the crew, her footboards and fittings are all fixed, thus increasing the strength and tautness and diminishing the weight of the boat. Her lines are perfection, and the workmanship so fine and exact that she looks as if she had been exquisitely moulded from a solid piece of wood. On embarking in this specimen of the boatbuilder's art the eight went down to Battersea, and as the shades of evening deepened around them they pulled up to the boathouse.

Mr. Follett, the Cambridge bow, occupied that position in the Eton boat; Mr. Close, who pulled No. 2, won the sculls at Henley, and Mr. Randolph, who pulled No. 7, was bow in the crew of 1870.

Five of the Cambridge eight rowed in last year's boat. The three new comers are strong, well-built young men, who seem calculated to add materially to the strength of the crew.

The names and approximate weights of the crew are:—

	St.	Lbs.
1. J. S. Follett, Third Trinity	11	2
2. J. B. Close, First Trinity	11	10
3. H. J. Lomax, First Trinity	12	5
4. E. A. Spenser, Second Trinity	12	7
5. W. H. Lowe, Christ's	12	12
6. E. Phelps, Sidney	12	2
7. E. S. L. Randolph, Second Trinity	11	10
J. H. D. Goldie, St. John's (stroke)	12	10
H. E. Gordon (cox.)	8	2

These weights give an average of about 12 st. 2 lbs. per man, which, though heavier than that of last year's boat, man for man, is said to be less by several pounds than the average of the Oxford crew.

THE PACIFIC COAST.

Memorial to Congress by the Arizona Legislature—Terrible Outrages by the Indians—The Fair-Crittenden Murder Trial—Return of Colonists from Lower California.

SAN FRANCISCO, March 31, 1871.

A memorial of the Arizona Legislature to Congress, setting forth the helpless condition of the citizens of the Territory, who, since the withdrawal of the troops are left to the mercy of the Apaches, has been published. The memorial is accompanied by the affidavits of one hundred persons, who have each witnessed from one to a dozen murders and robberies by the Apaches within the past two years.

The Judge, before whom Mrs. Fairr is on trial for murder, has refused to permit the defence to introduce letters of the deceased (Crittenden) to the prisoner during their intimacy, saying that his court should not set the example of allowing the relations of an adulterer with an adulteress to be set up in justification of the murder of one party by the other.

Several of the Lower California colonists who escaped from the expedition reached here to-day and denounce the whole affair as an infamous swindle.

Governor Ito and his party of Japanese will sail for Japan in the steamship China to-morrow.

Mexico, Central America, South America, Japan and China have applied for space in the forthcoming Mechanics Institute Fair.

The Carson *Register* says a man fully answering the description of Forrester, the supposed murderer of Nathan, is now in the State prison in that place for crime committed since the murder.

NEWS FROM THE WEST.

Embezzlement by the Secretary of the Dodge County, Wis., Insurance Company—Heavy Verdict Against a Chicago Railroad Company.

CHICAGO, March 31.

George W. Bly, secretary of the Dodge county, Wis., Mutual Insurance Company, located at Waupun, Wis., disappeared two weeks ago. He proves to be a defaulter to the amount of nearly $75,000. The officers of the company were compelled to force open the vaults in order to discover the condition of affairs.

In the case of James N. Henry, of the Chicago City Railroad Company, for having been ejected from a car and severely injured, on trial at Wheaton, Du Page county, the jury brought in a verdict for the plaintiff to the amount of $12,000. A new trial will be demanded.

While three lads named John D. Rogan, Charles A. Brown and Charles Tripp, all of Rockford, Ill., were returning from a hunt, the gun of Tripp was accidentally discharged, and the charge entered Rogan's back, killing him instantly.

Captain Lacy, President of the Mississippi River Railroad Company, left for Nashville to-day after $1,300,000 in bonds voted for that road, which will enable the company to put the remainder of the road under conarct immediately.

GREAT BUFFALO HUNT IN MONTANA.

FORT SHAW, March 31, 1871.

A great excitement has been caused at this post by buffaloes crossing the Sun river, just above the fort, in immense numbers. The garrison have turned out, and are slaughtering them by hundreds. It is supposed that they are driven across by a band of Sioux Indians, who are said to be moving in this direction. The buffaloes rub the telegraph poles down faster than men can reset them.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	5 44	Moon sets...morn	3 51
Sun sets	6 24	High water.morn	4 55

OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTH OF APRIL.

Steamer.	Sails	Destination.	Office.
City of Wash'tn	April 1	Liverpool	15 Broadway.
Columbia	April 1	Glasgow	7 Bowling Green
Hermann	April 1	Bremen	68 Broad street.
City of Limer'k	Apri. 4	Liverpool	15 Broadway.
Colorado	April 5	Liverpool	29 Broadway.
Australia	April 8	Glasgow	7 Bowling Green
Wisconsin	April 12	Liverpool	29 Broadway.
Anglia	April 15	Glasgow	7 Bowling Green
Wyoming	April 19	Liverpool	29 Broadway.
Ethiopia	April 22	Glasgow	7 Bowling Green
Ferdre	April 22	Havre	58 Broadway.
Minnesota	April 26	Liverpool	29 Broadway.

PORT OF NEW YORK, MARCH 31, 1871

CLEARED.

Steamship Abyssinia (Br), Haines, Liverpool via Queenstown—C G Francklyn.
Steamship Dorian (Br), Young, Glasgow—Henderson Bros.
Ship Stratton Audley (Br), Smith, Liverpool—E E Morgan's Sons.
Ship The Caliph (Br), Ritson, London—Howland & Aspinwall.
Bark Alfred (Br), Thebault, Kingroad, near Bristol, E—Hatton, Watson & Co.
Bark John G Hall (Br), Rossiter, Cork or Falmouth for orders—H J DeWolf & Co.
Bark Eden, Garrick, Cork for orders—Arkell & Tufts.
Bark The Cedars (Br), Stonehouse, Amsterdam—Arkell & Tufts.
Bark Elwine Kreplin (NG), Fischer, Copenhagen—Wendt, Tetens & Beckmann.
Bark Ellen Stevens, Howe, Matanzas—Waydell & Co.
Bark Sirian Star (Br), Corning, Charleston—Boyd & Hincken.
Brig Annie M Young, Rose, Havre—Boyd & Hincken.
Brig Monarco del Mare (Ital), Garguelo, Trieste—Jas Robinson & Co.
Brig Isabella, Morgan, Carthagena—Rilton & Munoz.
Brig Mary E Leighton, Leighton, Sagua la Grande—Moss & Ward.
Brig Julia Kendall (Br), James, Kingston, Ja—Geo F Bulley.
Brig Annie Gardner, Gardner, Demerara—Miller & Houghton.
Brig C C Colson, Payson, Cardenas and a market—Yzuaga del Balle del Valle & Co.
Schr Frank Howard, Dermott, Para—C Ludmann & Co.
Schr Abbie Ingalls, Ingalls, Musquash, NB—Simpson, Clapp & Co.
Schr C M Newins, Ruland, New Orleans—N H Brigham.
Schr Alice G Grace, Gilchrist, Charleston—Bentley, Miller & Co.
Schr John R Merrill, Wicks, Richmond—A Abbott.
Schr Joe Nickerson, Sleight, Baltimore—Baker & Dayton.
Schr Mary H Westcott, Ganley, Bridgeton, NJ—Phelps, Dodge & Co.
Schr N H Hall, Murphy, Boston—H W Jackson & Co.
Schr Hardscrabble, Fales, Boston—Arthur Starbuck.
Schr Urbana, Allen, Providence—H W Jackson & Co.
Steamer Novelty, Shaw, Philadelphia.
Steamer D C Utley, Davis, Philadelphia.
Steamer Beverly, Pierce, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Erin (Br), Lawson, Liverpool March 15 and Queenstown 16, with mdse and 325 passengers, to P W J Hurst. Had strong westerly winds and high head sea all the passage; March 25, lat 43 05, lon 50 01, passed three icebergs; same day saw a Hamburg steamer bound east; 28th, lat 41 15, lon 69 00, passed a small schooner hove to on starboard tack, a strong gale blowing at the time; 29th and 30th saw several steamers, all going east.
Steamship Main (NG), Von Oterendorp, Bremen March 18 via Southampton 21st, with mdse and passengers, to Oelrichs & Co.
Steamship Venetia (Br), Pennington, Messina March 3, Palermo 6th and Gibraltar 10th, with fruit and 3 passengers, to Chamberlin, Phelps & Co. Had moderate weather up to the last 10 days; then strong N and NW winds.
Steamship Ocean Queen, Jones, Aspinwall March 21, with mdse and passengers, to F R Baby; March 25, passed steamship Rising Star, hence for Aspinwall; 30th, steamship Henry Chauncey, do do; March 15, Wm Kuhn, baggage master, died at Aspinwall, and was buried at Monkey Hill 16th.
Steamship Tybee, Delanoy, St Domingo City March 22, Samana 23d, and Porto Plata 24th, with mdse and passengers, to Spofford Bros & Co. Had moderate weather. 28th inst, lat 35, lon 74, passed an American bark, bound north, snowing white signal, with letter W in black circle; 30th, at 9 A M, lat 38, lon 74 35, passed steamship City of Mexico, bound south.
Steamship Leo, Dearborn, Savannah March 28, with mdse and passengers, to Murray, Ferris & Co. 30th inst, at 6 AM, off Hatteras, passed steamship Virgo, hence for Savannah; same day, at 4 PM, 150 miles north of Cape Hatteras, steamship City of Mexico, hence for Havana; 31st, off Absecom, brig Belle, of London, bound north.
Steamship Geo B Upton, Roberts, Richmond, City Point and Norfolk, with mdse and passengers, to Washington & Co.
Steamship Volunteer, Howe, Philadelphia, with mdse, to the Lorillard Steamship Co.
Bark Scnilier (NG), Weschusen, Bremen, 41 days, in ballast, to Charles Luling & Co. Came the northern passage and had strong westerly gales most of the passage; anchored at Sandy Hook, received orders for Philadelphia and sailed.
Brig Le Creole (Dutch), Spalkhaver, Curacao 14 days with fustic, &c, to Duvale & Co. When 7 days out, off St Domingo, encountered a heavy gale from N, in which carried away jibboom; been 6 days north of Hatters with strong NW winds, calms and fog.
Brig W Greenough (Br), Munroe, Matanzas 14 days, with molasses to C O Callaghan—vessel to Brett, Son & Co. Was 6 days north of Hatteras, with strong W winds.
Schr A M Dickenson, Dickenson, Jacksonville, 9 days, with lumber, to master; had strong NW and NE winds; 4 days north of Hatteras. March 28, lat 34 30, lon 75 52, spoke schr S P Hall, from Porto Rico for Baltimore.
Schr Wm Collyer, Taylor, Georgetown, DC. March 28, off Chincoteague, during a heavy blow from NNW, lost foresail.
Schr Chingarora, Ryder, Virginia.
Schr William McGee, Wood, Virginia.
Schr Amelia Augusta, Bogerty, Virginia.
Schr R F Stockton, Hall, Virginia.
Schr Zeyla, Crowell, Alexandria for Boston.
Schr Angie Ainsbury, Jones, Baltimore.

Passed Through Hell Gate.

BOUND SOUTH.

Brig Mary Oliver, Cuffe, Portland, for New York, with lumber to master.
Schr Annie Martha (Br), Nuther, St John, NB, 8 days, for New York, with lath to P I Newton & Son.
Schr Anna Martha, Nita, St Johns, NB, for New York, with lumber to Chase & Talbridge.
Schr Mary Olivia (Br), Layton, Parrsboro, NS, 10 days, for New York, with lumber to M A Wilder & Son—vessel to D R De Wolf & Co.
Schr Challenge, Benton, Calais, for New York, with lumber to Holyoke & Murray.
Schr Rocket, Ware, Calais for New York, with lumber to Simpson & Clapp.
Schr New Zealand, Hook, Rockland for New York, with lime to Haviland & Co.
Schr James Henry, Johana, Rockland for New York, with lime to Brown & Co.
Schr Exeter, Pendleton, Rockland for New York, with lime to Brown & Co.
Schr Y Snow, Norton, Rockland, for New York, with lime to Brown & Co.
Schr Forest Belle, Rich, Rockland for New York.
Schr Maria Roxana, Palmer, Portland for New York, with lumber to Simpson & Clapp.
Schr Harry Percy, Percy, Portland for Brooklyn, with lumber, to master.
Schr Agenal, Chester, New Haven, for Philadelphia.
Schr Albert Thomson, Mould, New Haven, for New York.
Schr Eugene, Hall, Blackstone Point, for New York.
Schr Lymburson, Giles, Providence, for New York.
Schr Cattie M Lane, Hutchison, Huntington, for New York.
Schr Ellen H Barnes, Barnes, New Haven, for New York.
Schr Florence Mayo, Fuller, Boston, for New York.
Schr James Terry, Rainor, Rockaway, for New York.
Schr Memento, Heath, Fall River for New York.
Schr Joseph Baymore, Birch, New Haven for Alexandria.
Schr Earl, Wentworth, Belfast for New York.
Schr Elmira, Rogers Vankeyrien, Groton for Edenton, NC, with ice.
Schr Harrit, Ely, Providence for New York.
Schr Sallie Malcom, Baker, New Bedford, for Virginia.
Schr Ellen Barnes, Wilcox, Bristol for New York.
Schr Emerald, Glasgow, Sag Harbor for New York.
Schr Geo W Whistler, Crosby, New London for Albany.
Schr Orian, Osburn, Belfast, for Rondout.
Schr Sharpshooter, Carter, Brookhaven for New York.
Schr Union, Decker, New Haven, for New York.
Schr Harit Ryan, Wooster, Greenwich, for New York.
Schr Almon Bacon, Baker, Bridgeport, for New York.
Schr Decatur Oakes, Billings, Providence for New York.
Schr Clara Hoat, Perry, Portchester for New York.
Schr Jacob Birdsall, Tinbury, New Haven for New York.
Schr Mary Anna, Bryan, Providence for New York.
Schr Wm E Ligget, Baker, Newport for New York.
Schr Samuel L Crocker, Thrasher, Bridgeport for New York.
Schr Clotilde, ---, Bridgeport for New York.
Schr Little Charlie, Hunter, Greenport for New York.
Schr Saratoga, Weeks, New Bedford for New York.
Schr Benjamin T Crooker, Harding, New Haven for Washington.
Schr Hanna Willetts, Chase, New Bedford for New York.
Schr J M Freeman, Eldridge, New Haven for New York.
Schr Eveline, Robbie, Stamford for New York.
Steamer Thetis, Gale, Providence for New York, with mdse and passengers.
Steamer Metis, Davis, Providence for New York, with mdse and passengers.

BOUND EAST.

Schr Abbie Oakes, Eldridge, New York for New Haven.
Schr David G Floyd, Liford, Elizabethport for Providence.
Schr Sallie Burton, Palmer, New York for Stamford.
Schr Fair Wind, Barnes, New York for Providence.
Schr Geo P Traisg, Iiford, New York for ——.
Schr Abbie Ingalls, Ingalls, New York for Musquash, NB.
Schr Sarah Laverne, Dibble, New York for New Haven.
Schr Trade Wind, Ingraham, New York for Rockland.
Steamer Delaware, Smith, New York for Fall River.
Steamer Rattlesnake, Philadelphia for New Haven.

SAILED.

Ships Hudson, for ——; Olap (Nor), Amsterdam; barks Reindeer, for Barbadoes; Daniel Draper (Ital), Palermo; G De Zaldo, Sagua; Magna Charta, Cette; Emilia Ciampa (Ital), Antwerp; brig Grace Kelley, Maracaibo; schrs Geo Savage, Aux Cayes; Clara Woodhouse, Brazos.

Wind at sunset calm.

Shipping Notes.

The steamboat Morrisania, the pioneer craft of the Morrisania Steamboat Company, designed to run between Fulton Market slip and Harlem, making her terminus at Morrisania, is now rapidly approaching completion and will shortly be put upon her route. This boat is 155 feet in length of keel, 160 feet on deck, 27 feet breadth of beam and 8 feet 6 inches depth of hold. It is expected that her speed will be such that the trip to Harlem direct will be made in 35 minutes. Her machinery is being constructed by Messrs Hubbard & Whittaker, of Brooklyn, where the boat is now lying, at the foot of Adams street. The engine will be of the vertical beam description, 44 inches in diameter of cylinder by 9 feet stroke of piston. Her boiler will be of the tubular character, and of quite large size. Captain Longstreet will command the Morrisania. Her hull was built by Messrs Lawrence & Foulks, of Williamsburg.

The same shipbuilders immediately upon launching the Morrisania laid the keel of a steamboat for the New Bedford and Nantucket Steamboat Company, designed to be put on this route between these places, stopping at Martha's Vineyard. Her dimensions are 170 feet length of keel, 180 feet on deck, 28 feet 6 inches breadth of beam and 9 feet depth of hold. The materials used in her construction are white oak, chestnut and hackmatack, which are square, fastened with copper and tree-nails. The frame is diagonally strapped with iron straps, and in every respect she is built in the strongest possible manner. Her ceiling is of yellow pine throughout. The most ample accommodations will be provided on the steamboat, as it is the intention of the company to have a craft that will, in every particular, sail the large and increasing trade in that section. The machinery of this boat being constructed by Messrs Hubbard & Whittaker, of Brooklyn, and is far advanced. The engine will be of the vertical beam description, having a cylinder 46 inches in diameter by 10 feet stroke of piston. The boiler will be of the tubular style. It has been decided by the builders that she will be launched on Saturday, April 8.

Messrs. Lawrence & Foulks will commence in the early part of next week to remove their buildings at their present location foot of North Fifth street, Williamsburg, to the foot of Noble street, Greenpoint, where their work in the future will be done. The first vessel to be built at the new yard will be a tug for harbor towing purposes for Captain Monks and others, to replace the Phœnix that was recently destroyed in the Lower Bay by the explosion of her boiler. The keel will be laid the latter part of the coming week. The dimensions of this tug will be 85 feet length of keel, 100 feet length on deck, 21 feet breadth of beam and 10 feet depth of hold. It is expected that she will be very able and a worthy successor of the Phœnix, which among shipping men was considered one of the best, if not the best, in the harbor. Her machinery is being built by Messrs. Neafie & Levy, of Philadelphia.

Messrs Laurence & Foulks are also doing the woodwork of the new iron ferry boats Fulton and Farragut for the Fulton Ferry Company, and yesterday commenced to lay the deck of the Fulton, which is farther advanced than the sister boat.

On the up trip at eight o'clock yesterday morning the Staten Island ferry boat Middletown, by the avowed incompetency of the Captain and wheelman, missed her regular landing at Tompkinsville dock and ran into the steamboat Seth Low, then lying at the State dock, Quarantine, just above. The effect of the blow was very disastrous to the latter, as she was struck amidships, and so injured in her starboard wheel, gallows frame and machinery that she was towed back to New York by the tug William Fletcher. Of course there were many explanations as to the cause of the trouble by the ferryboat officials, but they were of the most unsatisfactory nature. The damage was done, and he Middletown being the only active participant, it did not require a "veteran seadog" to determine to which of the boats the blame should be attached.

Marine Disasters.

BARK E WILLIAMS—New Shoreham, March 29—Bark Ephraim Williams (of New York, belonging to C P Dixon), Capt Hoff, from Dix Island, Me, for New York, with a cargo of granite for the new Post office building, went ashore on the north end of the Island at 4 AM this morning, and was got off with the assistance of the Islanders at 2 PM, and proceeded on her way all right, and tight.

BARK ROSEDALE, Capt Thos H Pennell, sailed from Portland for Havana on the 3d of Feb last. Vessels which sailed from Portland for Cuba on the same day and day previous, have been out and back and sailed again, and no tidings of the Rosedale have been received. Capt Pennell had with him as passengers his daughter and a Miss Lovejoy, of Portland.

BARK PEKIN (Br), Dakin, from Liverpool for Philadelphia, remained at Belfast March 6; would have to discharge the whole of her cargo, and would be detained about three weeks longer for repairs.

BARK LADY YOUNG, from Liverpool, at Philadelphia March 31, experienced a hurricane and gales, shifted cargo in lower hold, lost foresail and jib, and sustained other damage.

SCHR NELLIE DOE, Richardson, at Charleston 28th, from Rockport, Me, reports March 23, at 4 AM, made breakers on outer shoals of Hatteras; hauled by the wind and set reef mainsail; shipped a sea and washed part of deck load overboard, sea making a clear breach over vessel; at 4:30 AM, struck shoals twice; Saturday, 25th, 11:30 AM, during a strong gale from SSE, shipped a heavy sea and washed top of deck load overboard; Sunday, 27th, took a heavy squall from NW, breaking boom, throwing vessel on beam end and nearly clearing deck of cargo.

SCHR ON FIRE—A lime laden schr, hailing from Rockland, went ashore at the mouth of Bass river 26th inst, and sprung aleak, which set her on fire; she will probably be a total loss.

SCHR HELEN M WAITE (not G Wait), from Calais for New York, which ran on Execution Rock, Hell Gate, came off night of the 30th without damage.

COLLISION.—On the eight o'clock trip of the ferry boat Middletown yesterday, from Staten Island, she collided with steam tug Seth Low off the quarantine landing, injuring the latter considerably. The ferry boat received no damage.

ASPINWALL, March 21—A small schooner, from San Blas March 14, reports that during the late gales on the coast a large schooner, laden with cocoanuts, went ashore about 20 miles east of San Blas. The sea at the time was running very high. The vessel and cargo will be a total loss, without doubt.

FAYAL, March 9—The bark Edward Hill, of Kingston, Jam, Carr, from New York for Venice, 23 days, with 7300 cases petroleum, put in 3d inst very leaky, having encountered fearful weather, and had to throw overboard about 2250 cases of her cargo. She is discharging, and it is stated that she is in a very damaged condition.

LIVERPOOL, March 18—The Star of Hope, for San Francisco, which put back yesterday, has been ashore on the Codling Bank. A later report states that the Star of Hope is very leaky.

QUEENSTOWN, March 18.—The Resolute, Brooks, from Liverpool for New York, has put in with loss of sails and one of the crew sick.

SAN FRANCISCO, March 30—A heavy gale drove the scnrs Heinrich and Minerva ashore at Stewart's Point. Both vessels are a total loss. The schrs Stag Hound and Milton are ashore at Salmon Rock and badly damaged.

Miscellaneous.

Purser George W Self, of the steamship Erin, from Liverpool, has our thanks for his attentions.

We are indebted to purser J B Vandusen, of the steamship Tybee, from St Domingo, for his attentions.

Purser C C Wildman, of the steamship Leo, from Savannah, has our thanks for favors.

Spoken.

Ship Bridgewater, Lisson, from Liverpool for New York, March 13, lat 52 46, lon 17 32.
Ship Annie Sise, Briard, from New York for Melbourne, Feb 15, lat 6 25 N, lon 29 12 W (Captain died 21 days after leaving New York.)
Brig Melrose, Grigs, from Portland for Cebu, March 23, lat 40 N, lon 67 W.

Foreign Ports.

ANJIER, Feb 8—Passed by, Glamorganshire (Br), Morgan, from Foochow for New York.

ASPINWALL, March 6—Arrived, schrs Electric Spark, San Blas, (and sld 18th for San Andreas); Watchman, Vangiler, New York via Jamaica; 13th, bark Ocean Eagle, Waterman, Boston (and sld 21st for New York via Cienfuegos).

BREMERHAVEN, March 16—Sailed, Millicete, Pitmann, New York (had put back).

BOMBAY, Feb 25—In port, ships Golden City (Br), Jones, for New York, ldg; Bennington, Sherman, and Westminster (Br), Crosse, for Liverpool, ldg; United States, Lunt, Calcutta, to load for New York (obtained $13 gold for a cargo of seeds and measurement); Eddystone, Peterson, unc.

BARCELONA, March 6—Arrived, St Jose, Oliver, Savannah; 10th, Valparaiso, Rosea, New Orleans; Lequeitio, Rosello, do; 11th, Boa, Julia, do; Presidente, Font, Charleston; 12th, Luisa, Such, do; Virtuosa, Molius, Savannah; 13th, Malpo, Estrader, New Orleans; Tres Hermanos, Borotan, do; Yasbel, Artan, Charleston; Salvador, Orta, do; Palmira, Granada, do; Juanita, Rosa, do; Teresa, Sala, do.

CARDIFF, March 17—Cleared, Adjutor, New York; Washington, do; Mary A Way, do.

CUXHAVEN, March 16—Sailed, Kosmos, Wiericks, New York; Atalanta, Hogemann, do; Malvina Schutize, Schutize, do; Prinz Albert, Calmbley, do.

CADIZ, March 13—Arrived, Brunswick, Fitz, New York.

CORUNNA, March 12—Arrived, Stockton, Griffin, New York.

CALCUTTA, Feb 22—In port ships Calliope (Br), for New York ldg; Francis Thorpe (Br), Buck, and Lucy S Wills, Pritchard, do do; New Era, Knight, and Elcano, Brown, for Boston, do; bark Nonantum, Norton, unc.

Proceeding down the river 22d, ship Khersonese (Br), Ellison, for New York.

Sailed from Sangor 19th, ships National Eagle, Crowell, Boston; 21st, Berkshire (Br), Cammill, New York.

CALLAO, Feb 27—Arrived, ships Enterpe, Leach, Rio Janeiro (and sailed March 7 for Guanape to coal for Hamburg); Kate Davenport, Otis, Guanape (and sailed March 2 for Germany); Jane Fish, Brown, New York; March 1, bark Priscilla, McAlery, Guanape (and sailed March 7 for United States); 4th, ship Thos Lord, Day, Ballestas (and sailed 9th for Germany); 7th, Europa, Fulton, Macabi; bark Toni (NG), Kohler, Brunswick, Ga.

Sailed Feb 25, ships Colorado, Halbrook, Guanape; 26th, Gen Shepley, Merriman, Germany; Vermont, Higgins, Ballestas; March 1, Cora, Coombs, and Loretta Fish, Watts, Germany; bark Andreas (NG), Peters, Ancon and San Francisco; 4th, Ventas, Vesper, Germany.

CURACOA, March 16—In port, schrs Gar, and Starlight, for New York next day.

DEAL, March 18—Passed by, Pasmanian, Willis, from London for Boston; Plymouth Rock, Warner, from do for New York; Walkyrien, Lundquist, for Philadelphia.

DOVER, March—Off the South Foreland 18th, Charles, Lechere, from Antwerp for New York.

DUBLIN, March 16—Arrived, St Bernhard, Bahr, New York.

DUNKIRK, March 19—In the roads, Ceres, Thuroe, from New York; John Pitson, Wyle, from San Francisco.

FAYAL, March 3—Arrived, Edward Hill, Cave, New York; 8th, White Sea, Taylor, Boston.

GLASGOW, March 15—Sailed, Australia (s), Hedderwick, New York.

GREENOCK, March 17—Arrived, Maxwell, Hansen, Pensacola.

HAMBURG, March 16—Sailed, Dagmar, Stinson, New York.

HAVRE, March 18—Arrived, Fair and Easy, Taylor, New York; 16th, Bina, Wilson, New Orleans; 17th, Hilda, Yargensen, do.

In the roads 18th, Alette, Norelin, from New York.

HAVANA, March 29—Arrived, steamship Morro Castle, Adams, New York via Nassau.

HALIFAX, NS, March 30—Arrived, schr J Morton (Br), Smith, New York.

Sailed 29th, schr Meteor, New York.

ISLE OF WIGHT, March 19—Off Brushen (?), from New York for Antwerp.

LIVERPOOL, March 17—Arrived, Sinbad, Allen, New Orleans; 18th, Aphrodite, Reed, New York; Euxine, Owens, Savannah; 19th, Ann Gray, Baxter, Mobile; Crusader, Jenkins, New York; 31st Manhattan (s), Forsyth, do.

Sailed 18th, John S. Harris, Durie, Matanzas.

Cleared 18th, Nova Scotian, Hatfield, Boston; St. Nicholas, Williams, San Francisco; Delfthaven, Freese, New Orleans, Escort, Samuels, New York.

Entered out 18th, Eliza Everett, Dennis, Boston, via Ardrossan; Princess Louise, Alexander, New York, via Cardiff; Russia (s), Cook, New York; Calliope, Dexter, New York; Queen of the East, Stoddard, New York; City of Brooklyn (s), Brooks, New York.

LONDON, March 18—Entered out, Trojan (s), Thomson, Halifax.

LISBON, March 2—Sailed, Marianne 2d, Silva