WAR AT PERTH AMBOY.

TO BRIDGE OR NOT TO BRIDGE.

Shall We Have a Railroad to Long Branch?—Two Giant Corporations Struggling for Supremacy—Five Hundred Men Ready for Battle.

Those who frequent Long Branch in the summer season would derive some consolation from the knowledge that a railroad is being constructed but for the fact that the work has been retarded and may be delayed for months owing to the bickerings of rival railroad corporations. The leading spirit in the enterprise is John Taylor Johnston, President of the New Jersey Central, and this in itself arouses the jealousy of the Pennsylvania Central monopoly which managed to gobble up the Camden and Amboy during the past year. The Lehigh Valley Railroad was leased some months ago to the New Jersey Central, and the united railroads form a powerful rival to the new monopoly. The construction of the road to Long Branch, under the direct superintendence of Mr. Johnston, would give an additional ally to the Central-Lehigh combination, and to frustrate this, therefore, is the policy and aim of the Pennsylvania Central.

In constructing the new road it is necessary to have a bridge erected across the Raritan at Perth Amboy, and just here the Pennsylvania Company imagined it found the heel of Achilles. It was alleged that the proposed bridge would seriously interfere with the navigation interest, and threats were made that the United States District Court would be called upon to prevent the progress of the work. It is now some five months since a HERALD reporter called upon Mr. Johnston in reference to these threats but that gentleman stated that he had no apprehensions of any interference, as no motion for an injunction could be successfully maintained in the Courts. Five days afterwards the injunction was applied for by the Pennsylvania Central, and was granted by Judge Nixon, of the United States District Court at Trenton. Arguments were heard on the motion to dissolve the injunction, but the Court has not yet given a decision. This is the case in brief. It may be added that at several mass meetings held at Perth Amboy the people were unanimously in favor of the proposed bridge.

THE ROW AT PERTH AMBOY.

The unusually quiet neighborhood of Perth Amboy was made the theatre for the stirring scenes of conflicts between the rival railway interests. Two contending parties are on the line of the Elizabethport and Perth Amboy Railroad at a point where the Woodbridge and Perth Amboy Railroad crosses the line of the Elizabethport and Perth Amboy Railroad, about a mile distant from the ancient city of Perth Amboy.

THE CAUSE.

The Pennsylvania Central Railroad some time since proposed to the Elizabethport and Perth Amboy Railroad that in consideration of the privilege of using a portion of their road as a connection they (the Pennsylvania Central Railroad) would build a bridge across the Raritan River, between Perth and South Amboy, and also construct that portion of the road they (the Pennsylvania Central) desired to use in order to form an all rail connection to New York, and thus avoid the delay of reshipment of freight and passengers at Perth Amboy on a steamer. The shrewd President of the Pennsylvania Central Railroad, Mr. Thomas Scott, saw that the Elizabethport and Perth Amboy Railroad gave this all rail connecting link that he desired for the Camden and Amboy Railroad, and he made the offer as stated above. The citizens of Perth Amboy were very desirous to have the bridge built, and the offer was at once accepted by the Elizabethport and Perth Amboy Railroad party, and the Board of Directors, at their meeting on Monday last, authorized the President, Colonel W. A. Jones, to give out the contract for the building of the road to Messrs. P. T. Cook & Co., of Perth Amboy. Learning of this, Mr. John Taylor Johnston, a stockholder in the road, and who at one time alleges to have been connected with the management, gave out a contract to build the road to Messrs. Brady & Moore, of Newark, who sent men to the junction to work on the track on Tuesday last. Arriving in the quiet town of Perth Amboy they attracted but very little attention and proceeded to the junction, where they began with pick and shovel. The President of the Elizabethport and Perth Amboy Railroad arrived soon after, with the engineer and other officials of the road, and the laborers were ordered off. They retired and returned Wednesday with a larger force, led by Brady, one of the contractors.

LIVELY TIMES EXPECTED.

Again Colonel Jones ordered the Johnston party off the road. A large force of employés of the Pennsylvania Central Railroad had arrived in the meantime and joined the Elizabethport and Perth Amboy Railroad party, and a detachment of special police from Perth Amboy appeared upon the scene, and stood ready to prevent a breach of the peace. Both parties looked at each other without making an onward movement. The laborers, under the contract awarded to Messrs. P. T. Cook & Co., to the number of seventy-five, arrived Saturday morning and relieved the Pennsylvania Central party.

WORK RESUMED.

The laborers regularly employed by the road at once commenced throwing up the grade, while the Johnston party occasionally jeered at them. No outbreak of any kind took place, although it was very evident that a spark would kindle a very large flame, and the laborers only wanted a provocation to rush at each other. The force under the Elizabethport and Perth Amboy Railroad worked industriously and made good progress up to sundown Saturday evening.

A SKIRMISH.

Saturday afternoon, in order to annoy the laborers of the railroad, the Johnston party erected a shanty for laborers' tools on the track of the Railroad. The other party proceeded to tear it down, and, without a blow being struck, the parties continued to build up and tear down boards. During the progress of this event a man on the Johnston side was pushed down, but not injured.

AS IT STANDS.

The Johnstone party are still on the ground, and seem to be waiting events, and, as the Elizabethport and Perth Amboy Railroad party allege, without color of legal right. The people of the town are much exercised in regard to this question—first, in relation to the probable bloodshed that would be likely to ensue if the parties should engage in a conflict, and secondly, because it seriously interferes with the building of the bridge across the Raritan River, at Perth Amboy (a consummation devoutly to be wished for). At present the ferry accommodations are very limited, and two of the oldest towns in the State (and this city of Perth Amboy received its charter one day before New York) have hardly the means of decent ferry communication. It is believed by the inhabitants generally that if the work is permitted to be proceeded with by the regular contractors of the road the long looked for bridge will be built between the towns of Perth and South Amboy, and that through this section trade will be encouraged and the direct rail line to Long Branch be the means of greatly enhancing property in this immediate neighborhood. An effort is being made to influence public opinion in the Johnston interest here by claiming that the Elizabethport and Perth Amboy party do not desire the building of the bridge across the Raritan. This, however, is not the case, but exactly the reverse, as by the terms of the lease from the Pennsylvania Central the bridge is to be built at once. Thus far success and right seem to have been with the Elizabethport and Perth Amboy party, whose proceedings have evidently been regular and in order.

SUDDEN DEATH OF A JERSEY LEGISLATOR.

At his residence in East Orange yesterday morning, after a very brief illness, died Mr. Moses H. Williams, member of the New Jersey Legislature. Throughout the last session Mr. Williams was continually at his post, watching the interests of his constituents, and was considered one of the healthiest and most robust of men. A few days ago he was attending to business the same as usual. Congestion of the lungs set in and soon whipped him off. His family for four generations past have resided in Orange. Deceased was forty-six years of age. He has filled various local offices, such as Justice of the Peace, Town Committeeman, Assessor, &c.

HAVANA MARKET.

HAVANA, April 13, 1872.

Sugar—Stock in warehouses at Havana and Matanzas, 105,000 boxes and 25,000 bags. Receipts of the week, 4,000 boxes at Havana and Matanzas, 75,000 boxes and 5,200 hhds.; exported during the week from Havana and Matanzas, 20,000 boxes and 4,000 hhds., including 9,700 boxes and all the hhds. to the United States. Market active; Nos. 10 to 12, Dutch standard, 9½ a 10¼ reals per arroba; Nos. 13 to 20, Dutch standard, 11¼ a 12¼ reals per arroba. Molasses sugar in fair demand at 7¾ a 8½ reals per arroba for Nos. 6 to 10. Muscovado sugar steady; inferior to common, 8½ a 9 reals per arroba; fair to good refining, 9¼ a 9½ reals per arroba; grocery grades, 10¼ a 11¼ reals per arroba. Molasses firm, stock scarce; clayed, 6 a 6½ reals per kegs. Mascovado 6 a 6½ reals per kegs. Bacon—Receipts heavy; quoted at $15 a $15 per cwt. Shorts in good request at $28 cost, freight and insurance for American. Flour firmer, $14 25 a $15 per bbl. Corn in fair demand at unchanged prices. Lard in kegs at $14 75 a $15 per quintal; in tins firmer, at $17 75 a $18 75 per quintal. Potatoes—No inquiry. Tallow in fair demand at $14 a $14 50 per quintal. Wax in fair demand and stock scarce; yellow, $20 50 a $26 25 per arroba; white, $25 per arroba. Honey, 6½ reals per gallon. Coal oil weak; stock is larger than anticipated; in tins, 4 a 4½ reals per gallon. Naval stores scarce and in demand. Turpentine, 26 a 28 per lb. Tar, $4 a $5 per bbl. Rosin, $5 a $6 per cwt. Lumber—White pine, $35 a $37 per M; pitch pine, $25 a $26 per M. Shucks—Box, 2½ a 2¾ reals; hogshead shucks, 1½ reals. Sugar, 20 a 21 reals; for molasses, 20 a 21 reals. Boxes, single heads, $2 75, $ $3 62½. Hoops quiet; long shaved, $45 a $46 per M; short shaved, $35 a $36 per M. Freights active, but rates unchanged; vessels in demand for the United States. A fair business expected. Exchange firm; on United States, sixty days, currency, 2 a 2½ per cent discount; short sight, 2 a 2½ premium; gold, 9 a 9½ premium; short sight, 10½ a 11½ premium; on London, 25½ a 26½; on Paris, 5 a 5½ premium.

AQUATICS.

The National Amateur Regatta of the Schuylkill Navy—The Special Rules of Organization and the Established Racing Regulations.

The National Amateur Regatta organized by the Schuylkill Navy bids fair to become one of the most prominent and interesting series of boat races that will occur in the United States during the coming active aquatic season. The several clubs constituting the association are recognized as being very ambitious in their efforts to encourage the sport of rowing, as they are striving at all times with the one object in view—its advancement to the front rank of athletic amusements. The contests hitherto arranged by the Schuylkill Navy were attended with much success, but that now on foot outstrips those of past years both in the number of liberal prizes to be offered for competition and in the character of the proposed races.

The special rules regulating the preliminaries and conditions of the regatta have been issued and transmitted to all the more prominent clubs in the country, and from indications it is safe to predict that the number of favorable responses received by the committee will be very large. Letters of invitation which accompanied the circular of special rules advise that the races will be rowed on the Schuylkill, within the limits of Fairmount Park, where the river can be entirely under the control of the Regatta committee.

THE SPECIAL RULES.

1. The regatta will take place between the 8th and 15th of June, 1872.
2. Amateur oarsmen only will be admitted. We define an amateur oarsman to be one who has never rowed for money and who has never depended upon rowing for his livelihood.
3. Scullers or crews entering must belong to a regularly organized amateur club, in existence at the date of this communication.
4. Clubs accepting the invitation extended through the sporting papers are requested to notify the Secretary of the Schuylkill Navy on or before May 1, and notice is hereby given that no entries will be accepted later than May 15.
5. All acceptances or entries will be acknowledged immediately after their receipt by the Secretary of the Schuylkill Navy.
6. No entries will be accepted unless the names and addresses of the proposed crews and substitutes are given.
7. The various entries as made, with the names of the crews, will be announced in the sporting papers.
8. No entrance fee will be demanded for any of the races.
9. Boats of the following classes will be admitted:—Six oar, four oar, pair-oar, double and single shells, six oar and four oar gigs and six oar barges.
10. Valuable prizes, the character of which will be shortly announced, will be offered for the several races, but no prize will be awarded to any crew which has not at least one competitor.
11. A starter, umpire, timekeeper and judge or judges will be selected by the Schuylkill Navy for the regatta.
12. The races will be for three miles, with the exception of the single shell race, which will be for five miles.
13. The respective positions of the competitors at the start in each race shall be decided by lot, to be drawn by their representatives on or before the day of the regatta.
14. Objections to any entry may be made at any time previous to the regatta; such objections shall be addressed in writing to the Secretary, and be submitted to the decision of the Regatta Committee. If such objection be made, however, just before the start, and the boat or crew objected to should win the race, no prize shall be delivered unless the objection raised shall have been decided in its favor.
15. All minor points not mentioned in these conditions shall be decided by the rules of the Schuylkill Navy.

THE RACING RULES.

The following rules of the Schuylkill Navy will be adhered to in the conduct of the races:—

1. The races shall be started in the following manner:—The Starter, on being satisfied that the competitors are ready, shall ask the question, "Are you ready?" and receiving no reply shall give the signal to start by calling, "Go!" If he considers the start false he shall at once recall the boats to their stations by suitable signal, and any boat disregarding the order shall be considered out of the race.
2. The umpire shall follow each race throughout, and shall see that it is regularly and fairly conducted; and the judge shall be stationed at the winning post, or one judge at each winning post, if there be several for the different races.
3. No fouling shall be allowed. It shall be adjudged a foul where, after a race has commenced, any competitor, by his oar, boat or person, comes in contact with the oar, boat or person of another competitor.
4. Any competitor adjudged to have caused a foul shall be distanced.
5. A boat which has been fouled shall continue and complete the course, in order to claim the race.
6. When, in any race in which more than two boats start, a foul occurs, and owing to that foul any of the competing boats other than that causing the foul wins, if in the umpire's opinion such boat would not otherwise have won, the race shall be rowed again.
7. In the event of a dead heat taking place, or where it is impossible to adjudge a foul, the same crews shall contend again on the same or the following day, and the crew or crews refusing to do so shall be adjudged to have lost the race.
8. Any boat may leave its own course to take the water of a competitor as soon as there is clear water between its own stern and the stem of such competitor.
9. A boat which has thus taken the water of a competitor shall not cross and recross to and from its own course for the purpose of wilfully and unnecessarily annoying its competitor.
10. No boat shall be allowed to accompany a competing boat for the purpose of directing its course or of affording other assistance, and any competing boat permitting such conduct shall be declared distanced.
11. Competing boats must abide by any accident which may happen to them.
12. Claims of foul must be tendered to the umpire by the competitor or competitors in person, and before leaving the boat.
13. Claims of foul or other disputes arising during any race shall be heard and summarily decided by the umpire, and the judge at the winning post shall decide as to the respective order of the incoming competitors and the timekeeper as to the time made; and the decisions of umpire, judge and timekeeper shall be final.

The Regatta Committee is composed of Mr. F. W. Murphy, of the Pennsylvania Barge Club; Mr. James M. Ferguson, of the Quaker City Barge Club, and Mr. Wm. R. Tucker, of the Undine Barge Club.

The exact day or days for the regatta cannot be fixed until it is known how many entries there will be for the different races and the probable length of time that will be required to conduct the latter properly. The exact date or dates will be fixed and announced immediately after the 15th of May.

Entries will be received by the Secretary of the Schuylkill Navy, Mr. Wm. A. Steel, at 1,837 Coates street, Philadelphia.

Aquatic Notes.

At a meeting of the Carteret Boat Club of Perth Amboy, N. J., held on the 2d inst., the following officers were elected for the ensuing year:—President, John R. Watson; Vice President, Theodore Bartow; Captain, William King, Jr.; Secretary, C. Matheson; Treasurer, U. B. Watson.

At the annual meeting of the Laureate Boat Club, of Troy, held on the 9th inst., the following officers were elected for the ensuing year:—President, William G. Crissey; Captain, E. M. Green; Secretary and Treasurer, W. Stone Smith; Executive Committee, John L. Manning, H. M. Alden and R. H. Thompson. Champion flags are ordered, which are to be held by the winner for a year, subject to a challenge at thirty days' notice. The annual review will be held about the 1st of June.

Henry Coulter and Lew Cavitt have commenced to row, and their friends feel very confident that they will win the pair-oared race against the Biglin Brothers on the Schuylkill May 20.

Barney and John Biglin will leave for Philadelphia on the first of next month. They look well and bright, and feel fully as confident as their opponents. The Vesper Club, of that city, have tendered the use of their house to the Biglin brothers.

OBITUARY.

Nathaniel H. Belden.

The above named gentleman, who was very generally known as N. B. Clarke, a veteran actor and theatrical manager, died in this city on Saturday morning, from the effects of a protracted illness, superinduced by and consequent on an attack of inflammatory cold. He was in the sixty-second year of his age. It has been said that his personal professional experience had made him, by his reminiscences of acts, action and actors, a walking compendium of the history of the stage in New York—indeed, of the stage in America. He was born in Connecticut in the year 1810, and was originally intended for the ministry, but his natural bent inclining him towards the stage, he made his first appearance in public at the old Chatham Garden, under the management of Blanchard, as Lord Rivers, in the play of "The Day After the Wedding," when he was twenty years of age. Since that time he has been connected with many of our local theatres in the capacity of actor and stage manager, the last ten years of his life having been mainly passed in the stage direction of Lingard's New Bowery Theatre, and latterly in the same position at the Old Bowery, where he was engaged at the time of his death. His last appearance on the stage was at the Bowery Theatre last year as Jack Rivers in the drama of "Bertha"—a character which he filled with rare power. Mr. Clarke was a great favorite with the profession, a warm-hearted friend, and, as we have already remarked, a living reference with regard to any occurrence in our dramatic history during the last forty years. He was one of the old style of actors, like the Wallacks, the Placides, Blake, Burton, Mrs. Vernon and Holland; a man of high tone, feeling and great power.

Mr. Belden was a worthy member of the Masonic fraternity and held in high estimation by his brethren of the craft. His heart was ever open to the influence of charity and his hand obeyed the saving influences promptly and with liberality. Distressed members of the profession were made more happy in his presence and at his home. To the cause of the great annual effort in aid of the Roman Catholic Orphan Asylum of New York he was an untiring personal friend and support on each recurrence of the anniversary, from the first moment of the inception of the arrangement to the last hour of the ball in the Academy of Music. His works have gone before him. His memory will remain a pleasing solace to his widow and family, and to his very many friends.

Mrs. Duncombe Shafto.

Mrs. Duncombe Shafto, of Whitworth Park, Ferryhill, England, has just died at the ripe age of 105 years. The deceased lady was a daughter of the late Sir John Eden, Bart., of Windlestone, and widow of Robert Eden Duncombe Shafto, Esq., of Whitworth Park, who represented the city of Durham in Parliament from 1804 to 1806, and died on the 10th of January, 1848, in the seventy-second year of his age.

MISCELLANEOUS POLITICAL NOTES.

A cloud "no bigger than a man's hand" begins to show itself upon the horizon of republicanism in Pennsylvania.

The Harrisburg (Pa.) *Telegraph* (administration) asks "What will Greeley do?" and adds, "Not even Greeley can answer the query. He is a very uncertain man, and, after all is said, not worth bothering about. Too much notice is taken of his eccentricities, if we may use so mild a word to characterize his political vagaries and tergiversation."

Touching on "Sumner and Grant," the St. Louis *Republican* (passivist) expresses its belief that "President Grant has managed to make many enemies in the past three years, but none of them has given him more trouble or harder blows than Charles Sumner—a curious combination of fanatic, philosopher and patriot, who can neither be bought nor intimidated."

A Washington correspondent of the Portland *Press* says:—"Sumner's enmity to Grant recalls his course towards Lincoln pending his second election. Even after Lincoln was renominated by the Baltimore Convention in May, 1864, Sumner exclaimed to your own Senator, Mr. Morrill:—'It is an infamous nomination, sir; an infamous nomination!—the people ought to rise and put it down by force!'"

Treating of "Beecher and Greeley," the Bangor *Whig* (administration) denies that the founders and supporters of the republican party are hostile to Grant, and instances the steadfast friendship of such men as Senator Wilson, Henry Ward Beecher and William Lloyd Garrison as evidence of the fact.

The Taunton *Gazette* (administration) thinks that the whole trouble in the republican camp has arisen out of the fight between Fenton and Conkling, the two New York State Senators. It is about half right.

The Hartford *Post* (republican) sums up the recent anti-Grant demonstration in this city and several other kindred matters with the remark that "the signs of the times to-day point to the nomination of General Grant's successor at Cincinnati."

The Montreal *Gazette*, in discoursing upon the Presidential contest, declares that through all the turmoil of President-making "the chances of General Grant for the coveted second term grow stronger."

The Hudson (N. Y.) *Journal* (republican) refers to a Port Jervis (Middletown) movement in favor of Cincinnati, but it is pronounced by most of the prominent republicans there "a manifestation of indiscreet zeal."

Governor Gratz Brown delivered a powerful speech at the liberal mass convention in Topeka, Kansas, on the 10th inst. The Chicago *Times* (democratic) think it is one of the most pronounced utterances in favor of the prompt inauguration of the Presidential campaign at Cincinnati on the first day of May, which has yet appeared.

The *Great Republic*, a democratic weekly, published in Philadelphia, declares that "it is manifestly the duty of all democrats to bury party feeling and differences, at least for the present, and join issue with the liberal republicans, in order to defeat the common enemy, the radicals." The *Great Republic* flies the names of Charles Francis Adams for President and Jacob D. Cox for Vice President at the head of its columns.

Governor Hawley is looming up as a candidate for United States Senator from Connecticut. He will probably soon begin to sing the well-known air—"A boat! a boat! to cross the Ferry!"

The Philadelphia *Age* (democratic) announces that John Hickman and other leading radicals of Chester county have united in a movement to repudiate the action of the Cameron "Ring" Officeholders' Convention and its candidate. Mr. Hickman is fierce in his antagonism, and will take an open part in the Cincinnati Convention.

Mr. Greeley is called a free "tirader" by a Western paper.

Fremont favors the Cincinnati Convention.

Cincinnati appropriates $10,000 for free rum on the 1st of May.

Judge Davis has expressed the belief that the fight against Grant is hopeless.

Elizabeth, Isabella, Susan and Matilda want their friends to meet in this city on the 9th and 10th of May to form a new party which shall cover every human right.

The Springfield (Ill.) *State Register* says that "all the leading republicans of Illinois, including many of the regular State Committee," have combined to call a Liberal Republican State Convention to choose delegates to Cincinnati.

NEW YORK CITY.

Jerome B. Fellows, a gentleman of reputed great wealth, has been tendered, and will probably accept, the colonelcy of the Ninth regiment, N. G. S. N. Y.

The American Geographical Society will hold their regular monthly meeting on Tuesday evening next at the Hall of the New York Historical Society, in Second avenue. M. Du Chaillu, the distinguished African explorer, will give an account of his late travels in Norway and Sweden and illustrate them by views.

Coroner Herrman was yesterday requested to hold an inquest at the Eastern Hotel, near the foot of Whitehall street, over the remains of Captain Henry Oates, a Mexican gentleman, who died there somewhat suddenly late on Saturday afternoon. Deceased had been sick for several days. Captain Oates, with his family, arrived in New York about two weeks ago.

Patrick Tully, a laborer, died yesterday morning in Centre Street Hospital from fracture of the skull, the result of injuries received on the 8th instant, by accidentally falling into the hold of the steamship Isaac Bell, lying at pier 37. Mr. Tully, who was forty-nine years of age and born in Ireland, lived at No. 69 Henry street, where he has left a family. Coroner Herrman was notified to hold an inquest.

BROOKLYN AFFAIRS.

Crime.

During the past week there were 388 persons arrested for various offences.

Tax Collections.

Tax Collector Burrows during the past week received $227,878 02 from the taxpayers.

The Workingmen's Assembly.

The delegates from the various trades organizations have consolidated their organizations by the formation of a Workingmen's Assembly. They refused to admit international representatives as delegates on the ground that they did not represent any trades organizations, and also that they were a political organization.

The Attempt of Mrs. Manning to Shoot Her Husband.

The case of Mrs. Fidelia Manning, who attempted to shoot her husband, is now before the Grand Jury. In the recent report in the HERALD of the unpleasant affair an error was made in stating that Judge Pratt censured Mr. Manning for his cruelty to his wife. Benson L. Manning's statement was not a corroboration of his mother's. Mr. Manning also denies that he called his wife vile names.

Fire.

A frame tenement house, owned by W. Davis, and situated at the corner of Garrison and Front streets, was partially destroyed by fire at half-past nine o'clock last night. It was occupied by several families, all of whom lost their furniture. It was reported that an old man named John Brennan, who occupied the top floor, was burned to death. The Chief Engineer made a diligent search for him through the building, but was unable to find him, and the supposition is that he escaped and went to the house of some friend.

Assault on a Policeman.

It is not always a safe undertaking for an officer when alone to attempt to arrest one of the South Brooklyn rowdies, and, knowing this, they have very little hesitation in violating the law of the land in the presence of a guardian of the peace. About four o'clock yesterday afternoon Edgar Hazleton was found by Officer Campbell, of the Third precinct, violating the law by conducting himself in a disorderly manner in Wyckoff street. He took the fellow into custody, and was marching him off to the station house when a number of the prisoner's friends attempted to rescue him. The officer endeavored to beat them off, when he was knocked down and stamped upon. His club was taken from him and the prisoner struck him with it on the head, inflicting a severe wound. He did not let him go, however, and on receiving aid from a brother officer his assailants fled in every direction. Three of the parties who assaulted him were afterward arrested and locked up. They gave their names as James Belford, Wm. Carmody and Joseph Dempsey. Officer Campbell was severely injured, as well as his prisoner, Hazleton.

COLOMBIA.

The Claims for the Illegal Seizure of the American Steamer Montijo—The Case of the Virginius—Protest of the Colombian Government Against the Action of the Spanish War Vessel Pizarro.

PANAMA, April 5, 1872.

The details of the claim of Messrs. Schuber & Brother, of this city, amounting to $94,465, against the government of Colombia, for damages and losses arising out of the unlawful seizure and detention of their steamer, the Montijo, in April, 1871, have been made public by the Secretary of Foreign Affairs at Bogota. Annexed is a translation of it, as published by the government office in this city:—

(*a*) H. Schuber & Bro., owners for damages and loss caused by the detention of the vessel, injury to business, &c.—$43,965.

PERSONAL CLAIMS.

(*b*) John Schuber, for illegal imprisonment—$25,000.
(*c*) J. A. Saunders (captain), for the same—$5,000.
(*d*) Robert Howard (chief engineer) for the same—$5,000.
(*e*) Officers and crew—four at $2,000; fifteen at $500—$15,000.
Total—$94,465.

LEGATION OF THE UNITED STATES OF AMERICA IN BOGOTA.

The undersigned forwards the accompanying specification to the Secretary of Foreign Affairs with the following observations:—

1. The sum of $500 per day has been fixed upon as the claim for the detention of the steamer, this being the price agreed on by the government of Panama whenever they should make use of her. (See *Boletin Oficial*, No. 274, of December 20, 1869.)

The undersigned has no wish to tax the forcible imprisonment of American citizens at a money price. In a certain sense no taxation would be exaggerated; but, bearing in mind that persons innocent are those that have to pay, the question is left for amicable adjustment.

To the former declarations are added that of Augustin Castellanos; the *Boletin Oficial*, No. 274, and the *Gaceta* of Panama, No. 50, and a copy of the list of the crew of the steamer.

S. A. HURLBUT,
Resident Minister of the United States of America.

Nothing further has transpired in relation to this case.

THE AMERICAN STEAMER VIRGINIUS.

The excitement on the Isthmus occasioned by the menacing attitude assumed by the Spanish war steamer Pizarro against the American steamer Virginius, in the bay of Aspinwall, on the 18th of March, has pretty much subsided. At first the authorities took no notice whatever of the fact that the Pizarro had run out her guns and prepared for action in the harbor, but after the *Star and Herald* had denounced the act as an insult to Colombia, and censured the government for their apathy, President Carrerson, the agent of the national government on the Isthmus, woke up, and addressed a protest to the commander of the Pizarro, of which I subjoin a translation. After some days had elapsed a reply to this protest was received, but for some unexplained reason the authorities here have kept the contents of the same a profound secret. Captain Marquez, who commanded the Virginius, has resigned and gone to Peru, and Captain J. Barren has succeeded him. In other respects the position of the Virginius has changed since I last wrote. The following is the protest addressed by the Colombian government to the captain of the PIZARRO:—

PROTEST.

UNITED STATES OF COLOMBIA,
EXECUTIVE POWER OF THE SOVEREIGN STATE OF PANAMA,
SECRETARYSHIP OF STATE, No. 177.
PANAMA, March 23, 1872.

To Señor DON VICENTE Y VIAL SIELES, Commandante of the Spanish Ship-of-War PIZARRO:—

The undersigned has received orders from the President of the section of the Colombian Union, in his character as delegatory agent of the national Executive, to address myself to you on this occasion, which I have now the honor to do.

By telegrams received here from Colon, and announcements by the public press of this city, the President has been made aware that on the American steamer Virginius leaving the place where she has for some time been undergoing repairs, protected as she is, and always will be, by the treaties existing between the Colombian nation and that of the United States of America, to which nationality the said steamer Virginius belongs, she was detained by the supreme government of the Union, and so communicated at the time, and afterwards to Señor Navarette, the commander of the Tornado. The vessel, under your orders, has taken a hostile attitude towards the aforesaid steamer Virginius, even going so far as to give ground for fearing an aggression, which the Colombian government, far from expecting from your good judgment, could take effect in the waters of a nation which, having declared its neutrality in the Cuban struggle, is strictly in the fulfilment of its duty in giving to the vessels of a friendly nation, such as the United States of America, the protection demanded by existing treaties and according to the European law, as you are well aware.

Such being the case, the government, whose organ I am, not knowing nor pretending to know what may be your views or intentions, in case, as it is announced, that the Virginius is about to, or will soon sail from the port of Colon, I have been directed by the Chief of this State, who represents here the national government, to protest against any act of hostility being committed against the Virginius, a duly recognized American vessel, especially within Colombian waters, without the previous formalities required in similar cases by the law of nations.

I have the honor of communicating the same to you, being assured of the good sense which governs all your actions, and that the rights of Colombia, as a nation neutral in the war of independence in Cuba and friendly to the American nation, will be a guarantee that the Colombian Union will not have to witness, much less aid in any attempt which would be in the least a violation of the laws all nations have agreed to respect and which Colombia will be the first to observe in any emergency whatever. Your obedient servant,

J. M. LLERAS.

Don José Maria Vergara i Vergara, one of the most distinguished writers of Colombia, died in Bogota on the 9th of March.

The National Exposition was to have been opened in the capital on the 17th ult.

A proposition was before Congress, and had passed the first reading, to restore to General Mosquera his pension, which had been withdrawn some years ago.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises.....	5 22	Moon sets...morn	1 19
Sun sets.....	6 39	High water.morn	1 27

OCEAN STEAMERS.

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

Steamers.	*Sails.*	*Destination.*	*Offices.*
Wisconsin	Apl 17	Liverpool	29 Broadway.
City of Antwerp	Apl 18	Liverpool	15 Broadway.
St. Laurent	Apl 20	Havre	58 Broadway.
City of New York	Apl 20	Liverpool	15 Broadway.
Australia	Apl 20	Glasgow	7 Bowling Green
Bremen	Apl 20	Bremen	2 Bowling Green
Nevada	Apl 24	Liverpool	29 Broadway.
City of Baltimore	Apl 25	Liverpool	15 Broadway.
Columbia	Apl 27	Glasgow	7 Bowling Green
Hermann	Apl 27	Bremen	2 Bowling Green
Adriatic	Apl 27	Liverpool	19 Broadway.
Wyoming	May 1	Liverpool	29 Broadway.
Atlantic	May 4	Liverpool	19 Broadway.
Europa	May 4	Glasgow	7 Bowling Green
Washington	May 5	Havre	58 Broadway.
Minnesota	May 8	Liverpool	29 Broadway.
Baltic	May 11	Liverpool	19 Broadway.
Idaho	May 15	Liverpool	29 Broadway.

PORT OF NEW YORK, APRIL 14, 1872.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Australia (Br), Hedderwick, Glasgow April 1, with mdse and 455 passengers, to Henderson Bros.

Steamship Henry Chauncey, Gray, Aspinwall April 5, via Kingston, Ja, 8th, with mdse and passengers, to F R Baby.

Steamship Western Metropolis, Quick, New Orleans April 7, with mdse and passengers, to F Baker.

Steamship George Washington, Gager, New Orleans April 7, with mdse and passengers, to H B Cromwell & Co. April 11, saw steamship City of Boston, Pennington, hence for Galveston, 12th inst, at anchor off Long Branch, broke down; waiting for assistance.

Steamship Gen Barnes, Mallory, Savannah April 11, with mdse and passengers, to Livingston, Fox & Co.

Steamship South Carolina, Beckett, Charleston April 11, with mdse and passengers, to H R Morgan & Co.

Steamship Isaac Bell, Blakeman, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co. Passed off Squan Beach the schr David S Sine, of Philadelphia, with foremast gone about 10 feet below the crosstrees; was working to the northward with reefed mainsail and jib, wind at the time strong from the westward.

Steamship Volunteer, Bloodgood, Philadelphia, with mdse, to J Lorillard.

Ship Waterloo (Br), Lowther, Liverpool, 42 days, with mdse, to H I DeWolf & Co. Took the northern passage and had heavy westerly gales; been 10 days west of the Banks; March 23 had a hurricane from south, lasting for eight hours, in which spilt sails, the W is anchored outside the Bar.

Ship Galatea, Gardner, Manila via Boston, with mdse, to master.

Ship Trimountain, Urquhart, Antwerp and Margate Roads, 48 days, with mdse to Winchester & Towne. Have had a continuation of westerly gales and high head sea throughout the passage. Feb 29, lat 49 40, lon 9, James Thompson, seaman, a native of Orkney Islands, Scotland, fell from the cathead overboard and was drowned, before the ship could be fairly hove to he had sunk out of sight. April 12, 200 miles east of Sandy Hook, exchanged signals with ship American Congress, hence for London. The T is anchored outside the bar.

Ship Seminole, Holmes, San Francisco Jan 2, with mdse to Lawrence, Giles & Co. Crossed the Equator in the Pacific Sea 22 in lon 120 W, 20 days out. Cape Horn Feb 21, and crossed the Equator in the Atlantic March 28, in lon 40 W; Feb 19, lat 57 30 S, lon 72 30 W, spoke schr Tahita, from Hamburg for Tahata, 30 days out; Feb 22, lat 55 S, lon 62 W, bark Ballarat, steering NE; March 17, lat 19 30 S, lon 30 30 W, saw bark Y D Marshall; the S is anchored outside the bar.

Bark Luisa Bruno (Ital), Russo, Licata 35 days, with brimstone, &c., to Chamberlain, Phelps & Co. Passed Gibraltar Feb 22; took the southern passage, and had fine weather.

Bark Pelhour (Br), King, Palermo, 64 days, with fruit, to Gomez, Wallis & Co—vessel to G F Bailey. Passed Gibraltar Feb 25, and to the Southern passage and had fine weather up to April 1; from thence strong W and N W gales; lost and split sails, stove bulwarks, &c.

Bark Wheatland (of Baltimore), Bursley, Buenos Ayres, 52 days, with wool and hides, to Dowley, Corners & Co., crossed the equator March 26 in lon 42 W. Had fine weather.

Bark Pallas (Br), Biddle, Belize, Hon, 11 days, with logwood, &c, and 2 passengers, to Wm Jex. Had fine weather. Left no vessels in port. The P is anchored outside the bar.

Bark Sarah B Hale (of Portland), White Cardenas, 9 days, with molasses to order, vessel to Bryan & Stevens. Had strong SE and ESE winds up to Hatteras, from thence 4 days with moderate winds. April 11, lat 35 40 lon 66, saw brig John Welsh, Jr., bound south. March 8, lat 33 34 lon 74 53, on the outward passage had a hurricane lasting eighteen hours, in which lost mizzen mast.

Brig Countess of Dudley (Br), Pilbado, Santos Jan 29, via Hampton Roads, 2 days, with coffee to L E Amrink & Co, vessel to S L Merchant. Crossed the equator Feb 26 in lon 29 W, had fine weather up to lat 24 N, from thence variable winds.

Brig Catharine (Br), Shearer, Santos via Falmouth, E, Feb 21, with coffee, to Napier & Willsford—vessel to G F Bailey. Had a continuation of gales from SW to W to March 8, in lat 35 N, lon 19 W, when we were caught in a revolving storm, which began at WSW, veering to NW and N and ended with NE, in which lost main yard, head rails, trunnel trees, &c; since then fine weather, with light winds and calms.

Brig Jabyatro (Braz), Jacobren, Pernambuco, Mar 9, with sugar and cotton to H H Swift & Co. Crossed the equator Mar 18 in lon 30 W; had strong NE trades to lat 18 N; from thence light variable winds.

Brig E C Redman (of Bangor) Redman, Cardenas, via Delaware Breakwater, 9 days, with molasses, to Winchester & Towne. Had heavy S and SE winds.

Brig Ellen H (Br), Dwyer, Matanzas, via Deleware Breakwater, 11 days, with sugar to order.

Brig Pathfinder (Br), Cousins, Matanzas via Delaware Breakwater, 8 days, with sugar, to Henry & Parker. Had fine weather.

Brig Stephen Bishop, Russell, Matanzas, via Delaware breakwater, 9 days, with sugar, to Walsh, Field & Way. Had very heavy SE and SW winds from the Gulf to Hatteras; since fine weather.

Brig Gilmore Meredith (of Boston), Ayres Sagua, via Deleware Breakwater, 14 days, with sugar to H H Swift & Co—vessel to S C Loud & Co. Was 9 days from Hatteras to the Breakwater with head winds and thick fog.

Schr C R Flint, Douglas, Cardenas, via Delaware Breakwater, 14 days, with molasses to H W Loud & Co.

Schr Francis Satterly, Hetson, Sagua, 7 days, with sugar, to Drexal, Morgan & Co—vessel to Jonas Smith & Co.

Schr Chas C Warren (of Gloucester), Smith, Baracoa 7 days, with fruit to J & T Pearsall—vessel to B J Wenberg. Left in port schrs H E Smith, C E McConville, George Washington hence, just arrived.

Schr Luisita, Underhill, Baracoa, 9 days, with fruit to J & T Pearsall—vessel to B J Wenberg. Had fine weather.

Schr Traveller (of Portland), Hodges, Jacksonville 5 days, with lumber to master