WASHINGTON.

Presidential Finger Posts in the Senate.

THE GOAT ISLAND GRAB.

The Obnoxious Land Steal Resurrected in the House.

Secretary Robeson To Be Declared Innocent.

The Vanished Records of the War Department.

HUGE COTTON CLAIMS AWARDED

Mormonism and the Mexican Treaty.

WASHINGTON, April 23, 1872.

Thurman and Edwards on the Sorehead Policy in the Senate.

In the Senate to-day there was a little brush between Mr. Thurman and Mr. Edmunds over the Cincinnati Convention. Mr. Thurman is one of the the hardshell democrats, who look with little favor on the giving away of their parity to the recalcitrant republicans, and he showed his old-fashioned democracy while the Deficiency bill was under consideration by denouncing the appropriation for carrying the fourteenth amendment into effect, declaring that the democratic party always was and ways would be opposed to that amendment. This brought Edmunds, who not only taunted Thurman with the affiliations of his party with the Soreheads, but said the Senator from Ohio had not yet been taught the lessons he would be called upon to expound. There was more interest felt in this little discussion than in anything that has been said in the Senate since the close of the debate on the French arms business. Its importance cannot be magnified in view of the policy likely to be adopted by the old line democrats in the coming canvass, the bitter words of Mr. Thurman showing that they still cling to dead issues, and are not more willing to give them up now than when the new departure line of action was first adopted.

The Yerba Buena Steal in the House—The Progress of the Job.

For some time the lobby operating in the interest of the Goat Island job have been boasting that when it came up again in the House they would have money enough to carry it through in spite of all opposition. To-day Mr. Wheeler reported from his committee a substitute for the original bill, which modifies to some extent the insolent demands of the previous measure, but retains enough of objectionable features to make it equally obnoxious. The bill provides that the President of the United States shall appoint three Commissioners, who shall be authorized at the expense of the Central Pacific railroad company to examine the island; to hear allegations and proofs and to take into account as well any benefits or any injury which may accrue to the government of the United States from the execution of this act, and within three months from their appointment the commissioners, or a majority of them, are to award such sum for the use of the Island as in their judgment shall be deemed just and equitable, which amount shall be paid by the Central Pacific Railroad Company before it shall avail itself of this grant.

Mr. Sargent, not deterred by the opposition to the measure in his own State, and burning with rage over the disgrace of being burned in effigy in San Francisco for favoring it, was its chief champion. He addressed himself to Mr. Cox, who had said that California was not represented in Congress on this question, and attempted a severity in his anger by accusing the latter of representing only Tammany—an uncalled for assault which brought the word blackguard from Mr. Cox's lips. In the course of his speech Mr. Cox showed that since this question has been before Congress the Central Pacific Railroad has virtually closed the Isthmus route by buying the Panama Railroad, thus making only one line to the Pacific.

General Banks made an able and effective speech against granting the use of the Island to the grasping corporation which is demanding it, taking the ground that all of it was necessary for purposes of fortification. When Mr. Banks brings his reserved strength to support or defeat pending measures he generally makes an impression even upon matters as well manipulated as this job seems to have been, and when Mr. Wheeler made the closing speech he found it advisable to address himself particularly to the remarks of the gentleman from Massachusetts. Mr. Holman, of Indiana, and Mr. Cox, of New York, were as persistent as when this bill was previously discussed to defeat it, taking advantage of any and every circumstance that could be made to subserve that end, and when the previous question was ordered, Mr. Wheeler refusing to consider any of the amendments offered, they resorted to filibustering as the only chance to stave it off. The bill consequently went over, and it is now unsafe to predict whether the swindle will succeed or fail.

The voting to-day on the preliminary motions showed a great deal of strength for the bill, especially in the disposition which was evinced to evade voting. Of the prominent members voting directly with the job were Oakes, Ames, Bingham, Blair of Michigan, Burchard, Freeman, Clarke, Dawes, Dickey, Ely, Farnsworth, Hoar, Hooper, Ketcham, Mercur, Merriam, Negley, Niblack, Peters, Poland, Sargent, Starkweather, Voorhees, Wheeler and Williams of Buffalo. These people made an excellent framework for the picture which was exhibited to the country of recreant representatives battering away the public domain in behalf of a powerful and grasping corporation.

The Robeson Investigation.

The decision of the Robeson Investigation Committee will be made in a day or two. It is believed that the committee will be unanimous in favoring a report acquitting the Secretary of any fraud or other misconduct in the payment to the Secors. There may be some difference of opinion on the construction of the act of Congress in relation to the claims of those persons, but none as to the intentions or actions of the Secretary in the matter.

The Missing Records of the War Department.

The resolution of General Slocum directing the Military Committee of the House to ascertain what has become of the missing record of the court of inquiry held during the war on Major General Buell will necessarily open up many of the hidden transactions of the War Department in the days of the rebellion. It is well understood that no records have disappeared from the files since the present Secretary or his immediate predecessors came into office. During the rebellion the business of the department was not only vast and complex, but much of it was of a character too momentous and confidential to be entrusted to the ordinary records, consequently a great number of important papers were habitually withheld from record at the time, and have wholly disappeared. This fact has long been known to the older officials of the War Office, and the present matter would not have excited unusual attention but for the political uses to which it was designed to put the case of General Buell and the mistake of Secretary Belknap in referring to the length of a document as a reason for not furnishing a copy to the Military Committee, before ascertaining whether or not it was actually in his possession. The investigation of the committee will probably result in restoring to the department many papers of historical value now in private custody.

The Admission of Utah—A Mormon Plea.

Mr. Frank Fuller, claiming to represent the State of Deseret, which is now applying for admission, addressed the House Committee on Territories this morning. He alluded to the circumstances under which the United States became possessed of the vast territory now included in California, Nevada, Utah and New Mexico, and claimed for the troops supplied by the Utah colony and the colony itself something of the credit of the subjugation of that country, not only from Mexico, but from the wilderness. He dwelt upon the fact that the people on the ceded domain were there when the treaty was ratified, and that the stipulations of the treaty could not be violated with impunity. The treaty stipulated for citizens of the States ceded by Mexico protection in every respect and early admission to the Union. The territorial form of government permitted the grossest abuses on the part of irresponsible federal officers, for whose impeachment or punishment in case of malfeasance, no provision existed, the only penalty for official misconduct in a Territory being removal, which was difficult to secure. He charged gross irregularities on the part of federal judges, and that a complete union existed of the executive and legislative departments, by reason of the absolute veto power of the Governor, and the non-existance of the usual two-thirds provision. He testified to the honesty, industry and temperance of the people of Utah, and asked simple justice under the treaty and constitution for those who had conquered the wilderness through much toil and privation. He said the sect now in the majority in Utah was there when the soil was the property of Mexico, and we took the creed when we took the people and the domain, and claimed that to the Mormons and the faith which inspired them, the nation owes vastly more than it will ever repay, and that we are bound to allow their religion to take its chances along with the other doctrines and practices of the Churches, Congress having no power to establish a religious test, to interfere with religious belief, worship or practice, or to make bargains with religious sects. He asked that the people of Utah be brought under the protection of the Constitution of the United States and be allowed a voice in the election of the local rulers as well as in the making of laws, and in the election of President and Vice President. This, and this only, would carry out the stipulations of the treaty and the plan of the national compact.

Large Awards on Southern Cotton Claims.

The large judgment for $475,000 given against the United States by the Court of Claims yesterday is in favor of Andrew Lowe, of Savannah, Ga., for the proceeds of 349 bales of Sea Island and 2,246 bales of upland cotton seized by the Treasury agents just after the close of the war.

The famous Elgee Cotton case so long pending was decided in favor of the title of C. N. Woodruff & Company, represented by R. M. Corwin of Washington and C. M. Conrad of New Orleans, the judgment being for some $366,000. It has been erroneously stated that the trial of this case was delayed to await the decision of the Supreme Court on the constitutionality of the so-called Drake amendment, relating to the effect of Presidential pardons in the Court of Claims. On the contrary, the loyalty of the claimants was fully established and adjudged by the Court of Claims.

Cabinet Meeting.

The Cabinet, at a meeting to-day, transacted nothing but routine business. Attorney General Williams, Postmaster General Creswell and Secretaries Boutwell and Delano were absent. The three last named were respectively represented by Assistant Postmaster General Marshall, Assistant Secretaries Richardson and Cowan.

Conference on the Executive, Legislative and Judicial Appropriations.

The Committee of Conference on the disagreeing votes of the two Houses on amendments to the bill making appropriations for the Legislative, Executive and Judicial expenses of the government for the year ending with June, 1873, have agreed to fix the amount at $25,000, to enable the President to carry into effect civil service reform. The appropriation had been cut down from $50,000 to $10,000 by the House.

The Senate conferees agree to the House amendment limiting the cost of extending the Capitol grounds to $400,000 instead of $500,000, as the Senate originally fixed it. The following is the compromise as to the Senate amendment raising salaries from and after July, as follows:—

Annual salaries of the Second Comptroller, of the Register and of the Supervising Architect of the Treasury Department, $4,000 each; Chief Justice of the Court of Claims, $5,000; Associate Judges of said Court, $4,500; Chief Justice of the Supreme Court for the District of Columbia, $5,000; Associate Judges of said Court, $4,500.

Religious Statistics.

The statistics of religion for the United States just completed at the Census Office, show the total number of church organizations upon the 1st of June, 1870, to be 72,451; the total number of church edifices to be 63,074; the total church accommodation to be 21,659,562, and the aggregate value of the church property to be $354,429,581. The statistics of church accommodation for the principal denominations are as follows:—Baptist, Regular, 3,997,116; Baptist, other, 363,019; Roman Catholic, 1,990,514; Congregational, 1,117,212; Episcopal, 991,051; Lutheran, 997,332; Methodist, 6,528,209; Presbyterian, Regular, 2,198,900; Presbyterian, other, 499,344. The value of the Church property owned by these denominations is:—Baptist, regular, $39,229,221; Baptist, other, $2,378,977; Catholic, Roman, $60,985,566; Congregational, $25,069,698; Episcopal, $36,514,549; Lutheran, $14,917,747; Methodist, $69,854,121; Presbyterian, regular, $47,828,732; Presbyterian, other, $5,436,524.

Postal Telegraph.

The House Committee on Appropriations this morning had under consideration the Postal Telegraph bill, and heard arguments of George B. Prescott, representing the Western Union Telegraph Company, in opposition to the measure, and R. B. Lines, who opposed the Hubbard bill, but argued in favor of the government assuming entire control of the telegraph.

Shanghaing.

The Senate Committee on Commerce to-day agreed to report favorable on the House bill for the appointment of Shipping Commissioners with a few amendment, the principal one being a restriction of the penalty a $1,000 against shipping a sailor while drunk to cases in which the sailors were drunk when they signed the articles.

Presidential Nominations.

The President sent the following nominations to the Senate to-day:—

William Bertram, of Missouri, to be Consul at Montevideo; William F. Goodwill, to be Register of the Western Land District of Nebraska; William C. Childs, to be Register of Lrnd Office at Helena, Montana; Solomon Starr, to be Receiver of public moneys at Helena, Montana.

NAVAL INTELLIGENCE.

The Overslaughed Officers.

WASHINGTON, April 23, 1872.

The House Committee on Naval Affairs this morning had under consideration the report of the Board of officers who examined into the cases of the officers who deemed themselves unjustly passed over by the promotions made in conformity with the act of July, 1866, and decided to request the Secretary of the Navy to examine into the merits of each case recommended by the Board. The Board recommended for restoration or promotion officers Green, De Camp, Pickering, Egbert, Thompson, Franklin, McAuley, Russel, A. W. Johnson, P. C. Johnson, Walter Brenham Prendergast, McCann, Sands and Sigsbee.

Naval Orders.

Commander William W. Low is detatched from the command of the Mohican and ordered to return home; Lieutenant Commander Byron Wilson, from the Norfolk Navy Yard and ordered to command the Mohican.

Naval Promotions.

First Assistant Engineer F. A. Wilson to be Chief Engineer; Wm. K. Nauman to be Second Assistant Engineer; Commander F. A. Roe to be Captain; Lieutenant Commanders J. A. Howell and A. V. Reed to be Commanders; Masters Daniel Delehanty, Charles G. Allibone and Charles C. Carnwell to be Lieutenants.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	5 09	Moon rises...eve	8 18
Sun sets	6 49	High water.mern	8 53

OCEAN STEAMERS.

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

Steamers.	Sails.	Destination.	Office.
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 23, 1872.

CLEARED.

Steamship Merrimack, Slocum, Rio Janeiro, &c—W R Garrison.

Steamship Cleopatra, Phillips, Havana—F Alexandre & Sons.

Steamship Virgo, Bulkley, Savannah—Murray, Ferris & Co.

Steamship Isaac Bell, Blakeman, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Steamship Fanita, Doane, Philadelphia—Lorillard Steamship Co.

Steamship Nereus, Bearse, Boston—H F Dimock.

Barq Lady Louisa (Br), Marsh, London—E E Morgan's Sons.

Bark Norma (NG), Nordenholdt, Bremen—Funch, Edye & Co.

Bark Lizzie H Jackson, Warwick, Cronstadt—Brett, Son & Co.

Bark Carib, Townsend, St Croix via Wilmington, Del—F Hasford & Co.

Bark H D Stover, Pearce, Cienfuegos—Sola Bros.

Bark Lothair (Br), Brewn, Caibarien—C B Swain & Son.

Bark Carrie E Long, Park, Matanzas—Jas E Ward & Co.

Bark Cephas Starrett, Babbidge, Sagua—H P Brown & Co.

Bark Eliza White, Mahonsy, Port Johnson—Miller & Houghton.

Brig Lina (Swe), Walerius, Cronstadt—Funch, Edye & Co.

Brig Lophena (Br), Card, Aspinwall—J F Whitney & Co.

Brig Kodiak, Downing, Havana—F Talbot & Co.

Brig Belle of the Bay, Noyes, Baltimore—W Chalmers.

Schr Julia R Floyd, Squires, Santa Martha and Savanilla—Juan C De Mier.

Schr Gen Putnam, Judson, Porto Cabello—B J Wenberg.

Schr C R Flint, Douglass, Cardenas—H W Loud & Co.

Schr Sammie S McKown, Parsons, Baracoa—B J Wenberg.

Schr Julia A Rider, Corson, Indianola—Evans, Ball & Co.

Schr Wave Crest, Davis, Jacksonville—Van Brunt & Bro.

Schr Jesse L Clark, Clark, Savannah—Evans, Ball & Co.

Schr Mary Ella, Steelman, Norfolk—Van Brunt & Bro.

Schr A T Rowland, Rowland, Washington, DC—Slaght & Petty.

Schr P E Hallock, Hallock, Washington, DC—Slaght & Petty.

Schr Frances Satterly, Stetson, Elizabethport—Jonas Smith & Co.

Schr Walter Scott (Br), Sypher, Port Johnson—P I Nevius & Son.

Schr John Atwood, Rich, Salem—B J Wenberg.

Schr Leonessa, Meyer, Boston—J S Ingraham & Co.

Schr Mary Chilton, Darsons, Plymouth—E Crowell & Co.

Schr S J Gilmore, Rich, Lynn—Simpson, Clapp & Co.

Schr O C Acken, Meade, Stamford—Stamford Manufacturing Co.

Sloop Alchymist, Mullins, New Haven.

Steamer Mayflower, Fults, Philadelphia.

Steamer S F Phelps, Brune, Philadelphia.

Steamer Mars, Grumley, Philadelphia.

Steamer Bristol, Wallace, Philadelphia.

Steamer J W Allison, Churchill, Hartford—Rackett & Bro.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Cuba (Br), Moodie, Liverpool April 13 and Queenstown 14th, with mdse and 436 passengers, to C G Francklyn. April 18, lat 46 62, lon 38 17, passed a White Star line steamship, bound east; 19th, lat 44 49, lon 44 12, a National line steamship, do; same day, lat 44 41, lon 44 30, steamship Nebraska, from Liverpool for New York.

Steamship San Francisco, Reynolds, Bermuda April 19, mdse and passengers, to Wm H Webb.

Steamship San Salvador, Nickerson, Savannah April 20, with mdse and passengers, to W R Garrison.

Steamship Montgomery, Faircloth, Savannah April 20, with mdse and passengers, to R Lowden.

Steamship Manhattan, Woodhull, Charleston April 21, with mdse and passengers, to H R Morgan & Co. 22d inst, off Cape Hatteras, passed steamship Geo W Clyde, from Galveston for New York.

Bark La Bella (Nor), Christiansen, Middleboro 62 days, with railway iron, to order. Came the southern passage and had variable weather up to Bermuda; from thence 14 days, with strong NW winds. April 22 Wm Dunwick, seaman, aged 24 years, fell from the foreyard overboard and was drowned.

Bark Solomon (Br), Hallowell, Cardiff, via Queenstown, 64 days, with railway iron to order—vessel to master. Took the southern passage and had heavy westerly gales to lat 30, lon 18; since light winds and variable weather; been 6 days north of Hatteras.

Bark Nidas (Br), Campbell, Antwerp, Dec 20, via St Thomas, 17 days, with mdse to order. Had fine weather. Put in St Thomas in distress.

Bark Meteor (Nor), Nelson, Rotterdam 61 days, with mdse to Funch, Edye & Co. Came the southern passage, and had heavy westerly gales to lon 30; from thence fine weather.

Bark Germania (NG), Henrichsen, Lisbon, March 2; with cork, salt, &c., to Hazemeyer & Brunn. Had fine weather.

Bark Tejnea, Blanchard, Cartellamere, 45 days, with fruit, to Chamberlain, Phelps & Co. Took the north and middle passage and had heavy gales from SW to NW; stove bulwarks. No date, &c, spoke bark Albatross, from —— for Falmouth.

Bark Csi (Ital), Cuneo, Genoa, 72 days, with marble, rags, &c., to order; passed Gibraltar Feb 29, and took the southern passage and had variable weather; been 12 days north of Bermuda.

Bark Bonito (Br), Crichton, Matanzas 9 days, with sugar to order; vessel to Miller & Houghton. Had moderate weather; been 4 days north of Hatteras: April 18, lat 32 35, lon 77 10 W, saw a brig steering NE, showing a white flag, with letter W in the centre.

Bark Bessie Simpson (Br), Bradford, Cardenas 13 days, with sugar, to order. Been 8 days north of Hatteras, with strong northerly winds.

Bark Norma (Br), Coalfleet, Caibarien, 10 days, with melado to Muller & Bastian—vessel to Geo E Cook & Co. Had moderate weather; been 5 days north of Hatteras.

Brig Perseverance (Br) Lands, Palermo 69 days, with fruit, to Baring Bros & Co—vessel to order. Passed Gibraltar Feb 27, and took the middle passage, and had strong westerly gales; split sails, &c.

Brig Airolo (Br), Ellis, Bahia 40 days, with sugar, &c, to L E Amsink & Co—vessel to J F Whitney. Crossed the equator March 28, in lon 35 W; had fine weather to lat 33 N, since strong gales; April 17 and 19 had heavy NW gale; sprung jibboom, broke main gaff, lost and split sails, started water casks, stove boat and bulwarks and received other damage.

Brig Silas N Martin (of Castine), Brown, Demerara, 20 days, with sugar to Harvey Barnes—vessel to Miller & Houghton. Had some heavy weather; been 4 days north of Hatteras; sailed in company brig L & W Armstrong, for New York.

Brig Beaver (Br), Pringle, Lagoona, Mex, 15 days, with logwood, to Barton Bros. Had strong SW and NW winds; been 4 days north of Hatteras; left no vessels.

Brig Madonna (Br), Jordan, Barbadoes; 21 days, with molasses to D. Trowbridge & Co., vessel to Jed Frye & Co.; had strong SW and NW winds; been 7 day north of Bermuda April 16, in a heavy gale from SSW to NW; lost 25 hhds molasses from off deck and boat.

Brig Thomas Turull (of New Haven), Dobson, Mayaguez, PR, 14 days, with sugar and molasses, to L W & C Armstrong. Had fine weather up to lat 34 N, then variable winds.

Brig Annie E Storer (of Boston), Adams, Sagua, 11 days, with sugar to order—vessel to Miller & Houghton. Had fine weather; April 11 saw a bark ashore on Salt Cay Bank, with lower topsails set and a very heavy list to windward.

Brig Anita Owen (of Portland), Blanchard, Sagua, 11 days, with sugar to Drexal, Morgan & Co—vessel to Thompson & Hunter. Had moderate weather; been 4 days north of Hatteras.

Sbr A D Scull, Blackman, Cienfuegos 15 days, with sugar to Rubera & Co—vessel to master. Had fine weather to Hatteras; from thence 6 days, with strong northerly winds.

Brig M A Berry (of Portland), Berry, Cardenas, 10 days; with molasses to Miller & Houghton. Had variable weather; been four days north of Hatteras.

Brig Wesley & Seymour (Br), Lutheregreen, Zaza, 14 days, with sugar to order—vessel to J F Whitney. Had variable weather; April 14, lat 29 40, lon 79 20, spoke bark Cienfuegos, bound north. Left in port schrs Mary A Harmon, Parker, loading for a port north of Hatteras: David Ames, Ames, for do in 15 days; brig Arichat West (Br), Lebland, sailed April 6 for Trinidad, to load for New York.

Schr Ruth H Baker (of Yarmouth, Me), Loring, Matanzas, 10 days, with molasses, to order; vessel to Miller & Houghton. Had moderate weather; been 5 days north of Hatteras.

Schr Edith May (of Wellfleet), Gross, Baracoa, 13 days, with fruit to J & T Pearsall; vessel to B J Wenberg. Been 7 days north of Hatteras, with S W and N W winds. April 16, off Hatteras, spoke ship Daniel Webster, from Liverpool for New York.

Schr C C Dame (of Gloucester), Beveridge, Baracoa 11 days, with fruit to Wm Douglass; vessel to B J Wenberg.

Schr L C Hickman, Rickars, Darien, Ga, 9 days, with yellow pine, to Downing and Allen.

Schr Mary Jane, Leek, Virginia.

Schr S E Jayne, Hawkins, Virginia.

Schr Joseph Allen, Corbitt, Virginia.

Schr E Corbitt, Roberts, Virginia.

Schr Nellie Bodine, Rutger, Virginia.

Schr Tunis de Pew, Gerden, Virginia.

Schr Napoleon, Rulon, Virginia.

Schr Rebecca & Harry, Morris, Virginia.

Schr M A Gray, Fleming, Virginia.

Schr Alfred Chase, Peterson, Virginia.

Schr Wauponsa, Dean, Virginia.

Schr C W Wright, Johnson, Virginia.

Schr J W Hine, Hine, Virginia for New Haven.

Schr E B Wharton, Bourell, Delaware for New Haven.

Schr Wm Allen, Grant, Alexandria.

Schr Maria Pierson, Grant, Alexandria.

Schr Caroline Kienzle, Cobb, Georgetown, DC, for Norwich.

Schr Sarah Clark, Griffin, Philadelphia for Newburyport.

Schr Black Diamond, Post, Philadelphia for Boston.

Schr S A Thomas, Arnold, Philadelphia for Fall River.

Schr Peter, Williams, from schr T K Weldon, with sugar to the Coast Wrecking Co.

The steamship Italy, which arrived 22d from Liverpool, has 1144 passengers, and reports April 13, lat 51 08, lon 15 45, passed bark Valkyrien (Nor), from Newport for New York; 15th, lat 44 35, lon 42 02, ship John Parker (Br), bound west.

The brig Ontario (Br), Tupman, from Palermo, arrived 22d, is consigned to S L Merchant & Co.

Passed Through Hell Gate.

BOUND SOUTH.

Schr Malanta, Sanford, Halifax for New York, with plaster to Crandall, Berteaux & Co.

Schr Albert Treat, Sawyer, Calais for New York, with lime to Snow & Richardson.

Schr Ellen M Baxter, Lamphear, New London for New York.

Schr Mary Ann Predmore, Hart, Providence for Elizabethport.

Schr John Warren, McGar, Providence for Elizabethport.

Schr M M Brainard, Smith, Portland for New York, with stone to order.

Schr Sarah Elizabeth, Lockwood, Oyster Bay for New York.

Schr Richard Morrell, Sackett, Greenwich for New York.

Schr Asher S Parker, Ingraham, Glen Cove for New York.

Schr W G Purnell, Provost, Stamford for New York.

Schr A J Williams, Morrell, Stamford for New York.

Schr Nellie Bloomfield, Habbie, Stamford for New York.

Schr Margaretha, Wauser, Glen Cove for New York.

Schr G L Lovell, Providence for New York.

Schr J Barrett, Jones, Providence for New York.

Schr Light Boat, Wood, Providence for New York.

Schr Lenlor Newton, Gray, Brantford for New York.

Schr F S C Vought, Ballock, Hartford for New York.

Schr Nelson, Perris, Huntington for New York.

Schr Addie Murchie, Cobb, Fall River for New York.

Schr Gilbert Green, Wright, Norwich for New York.

Schr Wm W Wood, Kelsey, Huntington for New York.

Steamer Albatross, Davis, Fall River for New York, with mdse and passengers.

Steamer Galatea, Nye, Providence for New York, with mdse and passengers.

BOUND EAST.

Steamship Nereus, Bearse, New York for Boston.

Steamship Wamsutta, Fish, New York for New Bedford.

Brig Sarah B Hale, White, New York for Portland.

Brig Arabel, Brady, New York for Halifax.

Schr Blackstone, Wickson, New York for Providence.

Schr Kate & Mary, Ludlow, Poughkeepsie for Somerset.

Schr E H Williams, Jones, New York for Boston.

Schr Josephine, Carwell, New York for Narragansett Pier.

Schr General Mead, Snow, New York for Boston.

Schr M E Jones, Sprague, New York for Boston.

Schr Wave, Hubbard, Trenton for Middletown.

Schr Gust, Collins, Trenton for New Haven.

Schr Lizzie Raymond, Lord, Philadelphia for New Haven.

Schr A Pharo, Bingham, Newburg for Providence.

Schr Mary E Coyne, Facemire, Alexandria for Bridgeport.

Schr Wm Everett, Thayer, Albany for Providence.

Schr Trimmer, Baker, Albany for Malden.

Schr Forrest Home, Wooten, New York for Roslyn.

Schr May Queen, Chase, Elizabethport for Norwich.

Schr Mary Mershon, Brightman, Hoboken for Providence.

Schr Luna, Wells, Port Johnson for Providence.

Schr Escort, Browne, New York for Bridgport.

Schr Maria Flemming, Williams, Port Johnston for Providence.

Schr J H Young, Pratt, Elizabethport for Providence.

Schr A J Bentley, Thomas, Elizabethport for Providence.

Schr E & J Oakley, Newman, Elizabethport for Pawtucket.

Schr Sardinian Northrup, Elizabethport for Boston.

Schr R J Mercer, Waterman, Elizabethport for Providence.

Schr J W Coffin, Strout, Elizabethport for Boston.

Schr E Pharo, Sherman, Elizabethport for Fall River.

Schr Samuel Carleton, Burke, Elizabethport for Providence.

Schr Cyrus Chamberlain, Adams, Woodbridge for Providence.

Schr Mary Tice, Dunham, Port Johnson for New Haven.

Schr H V Duryea, Ferris, New York for Glen Cove.

Schr Henry Nickerson, Seymour, New York for Providence.

Schr Alice Scranton, Stewart, Port Johnson for Providence.

Schr F B Babcock, Babcock, Elizabethport for Providence.

Schr Wellen, Harvey, Perth Amboy for Taunton.

Schr Ontario, Barber, Elizabethport for Providence.

Schr S J Gurney, Gurney, Rondout for New Haven.

Schr Amelia, Mott, New York for Roslyn.

Schr Geo W Downing, Hutchings, New York for Glen Cove.

Schr Alice C Noyes, Baker, Coxsackie for Providence.

Schr J W Hyne, Chase, Chesapeake for New Haven.

Schr E B Wharton, Monico, New York for Providence.

Schr Senator Lippencott, Port Johnson for Dighton.

Schr J H Beldin, Mayo, Elizabethport for Providence.

Schr Alice Oakes, Parsons, Elizabethport for Halowell.

Schr Connecticut, DeHart, Elizabethport for Bridgport.

Schr Surge, Warrick, Trenton for Providence.

Schr T T Cooper, Sleeper, Hoboken for Providence.

Schr Mary Hamilton, Browne, Elizabethport for New Haven.

Schr O C Acken, Mead, New York for Stamford.

Schr Oliver Dyer, Wilson, Port Johnson for Sacco.

Schr Mercer Wasson, New York for Bridgeport.

Schr John Ferris, St John, Virginia for New Haven.

Steamer Galatea, Nye, New York for Providence.

SAILED.

Steamships City of Dublin, for Liverpool; Egypt, do; Merrimack, Rio Janeiro, &c; Cleopatra, Havana; Virgo, Savannah; Isaac Bell, Richmond, &c.

Also sailed, yacht Sappho, for Cowes, and anchored at Sandy Hook.

Wind at sunset S, fresh.

Marine Disasters.

STEAMSHIP PERUVIAN (Br), from Liverpool (before reported ashore on Thrump Cap Shoal, entrance to Halifax harbor, is not as seriously damaged as at first apprehended. Only a small portion of her cargo is injured. She will proceed to Portland for permanent repairs.

SHIP JOHN TEMPERLY—It is rumored that ship John Temperly (Br), Wright, from Baltimore for London, which went to sea from the Capes of Virginia 8th ult, foundered off Cape Henry. The report was received by cable, and lacks confirmation.

SHIP ARLINGTON (Br), Stevenson, from Liverpool Feb 22 for Philadelphia, was at Fayal April — in distress, having put in with loss of sails, &c. (The A was in lon 32 30 on the 12th of March.)

SHIP ILONSIDES, Mollard, at Savannah 18th inst from Liverpool, reports March 16, 3 AM, John Butler, a seaman, fell from the forecastle and was drowned.

SHIP TRANQUEBAR—The work of discharging the cargo of cotton from the ship Tranquebar, which was damaged by water at the recent fire, was commenced at Savannah on the 19th inst.

BARK SABRA MOSES (Br), Robbins, at Havre 2d inst, from Philadelphia, reports:—March 2, at 8 AM (astronomical time), being then in lat 38 34 N, long 64 45 W, lacked ship's head to northward, wind SE, with rain; handed all light sails and reefed upper topsails and main sail, glass falling very fast. At 12 noon stowed upper topsail and mainsail, and reefed foresail, blowing a fresh gale with a heavy sea from eastward. 3d, at 2 PM, took in foretopsail and foretopmaststaysail and mizenstaysail and laid ship to under lower maintopsail, blowing a violent gale, with heavy sea, ship laboring very hard; at 9 PM took in lower maintopsail, and placed weather-cloth in mizen rigging to keep ship's head to the wind; ship making water freely; put all hands to the pumps, and found ship leaking very fast; pumped till midnight; sounded the pumps, and found seven feet of water in the hold, pumps going constantly, and pumping up quantities of oil; at 1 AM was boarded by a sea on lee bow, breaking water casks from their lashings and staving them, a seaman being badly hurt, wind blowing a perfect hurricane, tearing sails from yards and gaskets, ship lying on her beam ends and labouring very hard, pumps going continually; at 1 AM sounded the pumps again, and found 10 feet of water in the hold; ship lying very loggy in the water and unmanageable; sounded again at 2 AM, and found ship filling very fast, and concluded it was impossible to save the ship and cargo unless the masts were gut away; cut away foremast at 4 AM, taking with it all attached, jibboom, maintopmasthead and topgallantmast; ship righted directly and came head to wind; continued pumping until noon, and got the pumps to suck; still obliged to keep pumps going; kep some hands at the pumps, remainder at work clearing wreck and preparing a jury foremast. 4th, still blowing heavy gale. At 6 P M wind hauled to westward, with all appearance of another gale. Managed to get a foretopmast staysail set on jury foremast, and got the ship before the wind and run her under lower maintopsail. Blowing a heavy gale until 6th, when the wind moderated. Got a topgallant sail set on jurymast, and arrived at Havre on the 2d of April, after a passage of 34 days. The ship will go through the necessary repairs at Havre, and then proceed to Ardrossan to load a cargo of iron.

BARK SEAMAN (Br), Curry, from St John, NB, for Cardenas, which put back 30th ult leaky, is again ready for sea, having been overhauled on Messrs McLaughlin & Wilson's blocks. The cargo between decks was discharged, and the vessel calked from the copper upwards.

BARK HELEN MORRISON, Dodge, from New Bedford for New York, went ashore on College Point flats AM of 22d. Hell Gate pilot not aboard. She was hauled off evening same day by U S revenue cutter Northerner.

BRIG TIBER (Br), from Port Spain for Baltimore, wrecked on the east end of Porto Rico, was owned by parties in Liverpool, NS, and insured in the Ocean Office, in Halifax, for $3000, and probably in a Liverpool office for a further sum.

SCHR FRANCIS ELLEN, Warren, from Lubec for New York, which put into Vineyard Haven 18th, leaking, procured extra men to pump, sailed 19th for destination, and while passing Hell Gate, 22d, ran ashore on the Nigger Heads, and stove a hole in her port side, which caused her to fill with water.

SCHRS HATTIE ROSS, Ulrick, from Cardenas for Portland, and the HARRIET BAKER, Webber, from Charleston for Baltimore, before reported at Bermuda in distress, have completed repairs and sailed for destination 15th inst.

STEAMER LADY OF THE LAKE, at Fernandina 22d from Norfolk, was in collision with an unknown schooner on the morning of 22d, off Fort Foot, Potomac River, and had a portion of her forward port gangway stove in and carried away. The schooner was injured but slightly, and kept on her way down the river.

STEAMTUG CHARM, while lying between piers Nos 18 and 19 East River, taking water in her tanks, had them overflowed and sunk, the fireman having gone to sleep. Preparations are being made to raise her.

BRISTOL (PILL), April 11—The Eleanor, Sorensen, which arrived here March 28 from Philadelphia, had topsides damaged and seems shaken off Clevedon the same day, having been fouled by the Atlas tug, which was following her.

BLACKWELL, April 12—The bark Everett Grey (light) which was put ashore in Blackwell Reach, on the south side, and drifted off yesterday morning, and sunk near the entrance to the Victoria Docks, was partly lifted this morning by the officers of the Thames Conservancy Board, towed up to East Greenwich, and put ashore near Enderby's wharf, where she remains.

CALCUTTA, March 15—The Ocean Chief, from Rio Janeiro, was in collision with the Thos Wilson (s), for Bombay, March 10, in Royapore Reach, and foundered. One of the crew of the Ocean Chief is missing. The O C had been chartered "to arrive," to load for New York or London. The vessel is reported a total loss.

GREENOCK, April 11—The John Bunyan, Gibb, arrived here from Pensacola; had very severe weather during the passage, and the ship's stern was considerably damaged.

GRENADA, Earch 25—The Nellie (American schr), French, from Demerara, put in on the 20th inst, with spar broken.

LIVERPOOL, April 11—The Spirit of the Dawn, hence for Newport and San Francisco, which was towed into Holyhead about March 24, after being ashore, has arrived back here, and is proceeding to the Sandon graving dock.

NEWRY, April 10—The Ceredig, Evans, from Baltimore, cargo Indian corn, reports having experienced very heavy weather on the passage, during which she shipped a heavy sea, carrying away jolly boat over the side, and broke the long boat and lost a portion of bulwarks.

Miscellaneous.

Purser Wm Hathaway, Jr, of the steamship San Salvador, from Savannah, has our thanks for courtesies.

We are indebted to Purser Thos J Canavan, of the steamship Montgomery, from Savannah, for favors.

The purser of the steamship Manhattan, from Charleston, has our thanks for favors.

CARTHAGENA, March 21—The steamer Rio (formerly the R R Cuyler, after having been rigged as a sailing ship by a Boston house, who sent out material and a full crew, after having made a contract with the Peruvian government, which is the owner, to take her to some port in the United States north of Hatteras, was found not to steer, and the crew have all left her in charge of the first officer, who is waiting orders. She has been ballasted with a large quantity of old iron cannons and other war material bought of the Colombian government for account of contractors.

HALIFAX, NS, April 23—Reports from Port au Basques, Newfoundland, say the Gulf is full of ice. The ship Abena went to the Southwest on the 16th. Three ships were in sight at the edge of the ice, but nothing had gone past Cape Anguille on this side the icefield.

MERITORIOUS CONDUCT REWARDED—Captain Henry K Partridge, of the brig Salistra, of Stockton, Me, is to be presented a gold medal by the French government, in recognition of his services in rescuing the crew of the French bark France, at Venezuela.

SHIPBUILDING—Messrs James & McKenzie, of Essex, have contracted to build a three-masted schooner of 650 tons burthen for Capt Small and others, of Provincetown. She is to be 140 feet long, 32 feet wide, 16 feet hold, and capable of carrying about 600 tons.

Notice to Mariners.

Capt Treadway, of U S revenue steamer McCulloch, reports the red spar buoy on Allen's Ledge, off Herring Gut, and the black can buoy on Owl's Head Ledge, both gone on the 17th inst.

Portland, Me, April 19.

BUNDA STRAIT.

Refewing to Notice to Mariners of March 13, 1872, further notice is hereby given that the