THE ANGLO-AMERICAN RACE.

The Yachtsmen and Oarsmen of England and America—International Contests—Cementing the Bonds of Friendship and Spreading Good Will Among the People of the Two Great English Speaking Nations.

[From the London Daily News, April 29.]

If the "consequential claims" have produced, though only, we hope, for a short time, what in diplomatic slang is described as a state of "tension" between the Cabinets of Washington and London, another and much more agreeable sort of tension is about to take place between certain aquatic representatives of the two great branches of the English family on the waters of the Thames. It may be that the condition and aspect of our metropolitan river will scarcely permit visitors from the other side of the Atlantic to the old country to indulge in the reflection that blood is thicker than water; but we are probably not transgressing the limits of legitimate sentiment or of common sense if we suppose that our guests from the Empire City, whose names have so little that is foreign and so much that to English ears seems homely and native in their sound, will not have set their eyes on the ancient stream that flows through the land of their forefathers without some generous stirrings of the heart and a shock of honest tenderness and sympathy. Their welcome and reception have been all that could be desired in heartiness and sincerity. In these times, and probably in all times, or at least in all countries where manly sports and games have been held high in popular estimation, there is a much larger public always ready to salute with lively demonstrations of respect the harmless heroes of flood and field than that which interests itself in the doings and goings of princes and statesmen and other pompous and important bigwigs. On this point there is an undeniable fellow feeling between the English speaking races of the Old World and the New. Our American kinsmen are often good-humoredly laughed at on this side of the ocean for the fuss they seem to make of a royal personage or even a live English lord, whenever they catch one in the States. But the truth is, and it is very much to their credit, they pay a far more enthusiastic homage to a man of genius, or to one who has distinguished himself by his muscles or his brains, than to a nobleman who has only taken the trouble to be born; and it may be questioned whether on either side of the Atlantic a brilliant oarsman or jockey has not thousands of ardent and respectful admirers at his back for every hundred that a Marquis on his travels, or even an Emperor's son can call forth. Wherever the English tongue predominates there is sure to be an immense sporting public; that is, a public whose calendar is a sporting hagiology, whose history is a succession of sporting events, and whose hero worship is moved less by moral or saintly virtues than by physical feats of skill, speed or strength. The feeling which makes the captain of the boats at an English public school an infinitely greater person than a Prime Minister or an archbishop pervades all classes of society throughout the English speaking world, and especially the most numerous class. It is not, of course, that the same sports prevail to the same degree or obtain an equal share of popularity in both countries. Americans have no "turf" to speak of and no cricket, and very few eights on their magnificent rivers; but their trotting matches are proverbial, and their four oars, as English oarsmen have not now to learn for the first time, are formidable competitors in any waters. They will not be the less formidable this year on the Thames from the fact that the match will be rowed on the American principle of pulling without a coxswain.

We dare say it puzzles our Continental neighbors, especially those of "the Latin race," to read of the solemn and almost state reception of the New York Atalanta crew at Liverpool; of their travelling by special train to Putney, taking up their residence at the Fox and Hounds and exchanging visits with the various rowing clubs on the Thames. Why, surely, these oarsmen must be diplomatists in disguise; the Atalanta crew must be the Alabama claimants, and the Fox and Hounds must have been placed at their disposal by Lord Granville. These eccentric Anglo-Saxons must have agreed to settle their respective claims after the manner of their Universities of Oxford and Cambridge. How otherwise should serious journals in London and New York report all their movements and casual expressions of opinion, and enter into details about their "condition" and the dimensions of their "racing ship?" We cannot pretend to enlighten our friends across the Channel on these American and British peculiarities. Let them understand that the claims to be decided between Putney and Mortlake on Monday, the 10th of June, have "grown out" of the international four-oared boat race which was so gallantly contested on the same waters a few years since. On that occasion our American kinsmen were defeated, but so honorably that a victory could scarcely have been more glorious. And among the multitude of English spectators of that memorable event the universal feeling was not so much of congratulation at a well won victory as of satisfaction at the cordial avowal of our antagonists and guests that no race was ever more fairly won. There was not a hitch in the proceedings from first to last, not a whisper of cavil or complaint. The result of that competition was the establishment of the friendliest relations between the oarsmen of England and the States, and a kindly wish on both sides to take the earliest opportunity of trying conclusions at a second heat. This wish is now to be happily fulfilled, and we may be sure that whatever pluck and spirit and resolute tenacity can achieve on either side will not be wanting when the trial comes. Nor will any Englishman be disappointed if the best should not turn out to be the English four, provided only that the best shall win.

It would be absurdly superfluous to insist that a yachting or a rowing match on American or on English waters can have no effect upon the political disposition of the two nations. Enough to know that the interchange of pleasant greetings and hospitalities and the opportunities of social intercourse which grow out of a sporting event so interesting as this to thousands of people on either shore can do no possible harm to international interests so long as they leave behind nothing but recollections of friendship and good will. In order to obtain this most desirable result one preliminary condition, and one only, appears to us to be indispensable, and we take for granted that it is secured beforehand; and that is a perfect reciprocal understanding as to all the arrangements and stipulations of the contest. There can be no sort of difficulty in guarding against the possibility of differences and dispute, if the terms of the race are definite and distinct and the course is clear. If the suggestion should seem superfluous or uncalled for we may remark that the example of our yachtsmen is not altogether to be recommended in this regard. When the Camoria arrived in the Bay of New York upon a self-appointed mission to recover the Queen's Cup so gallantly carried off by the America twenty years before, English yachtsmen heard with surprise and regret that, after the protracted and public correspondence and negotiations between the spirited owner of the famous English schooner and the New York Club, they had come to no definite agreement as to those conditions of the course and the race which, at every regatta on our coasts, are strictly laid down by a sailing committee in advance. The consequence of this imperfect understanding was a series of protests, which, however amicably framed, could not but cause disappointment, vexation and delay and leave an unsatisfactory impression behind. So, too, when American yachts have visited our waters there has been more than once a similar difficulty as to those regular and customary conditions applicable alike to all yachts under all flags, which ought to have been ascertained beforehand. Evidently all such mistakes might have been easily and simply avoided by a plain, clear and complete preliminary arrangement as to the terms and conditions of a sailing match, whether in American or in English waters. There ought to be no excuse for misunderstanding after the event; and we are glad to feel assured that in the case of the coming, as of the former, international rowing match this sort of difficulty will not be suffered to disturb what the Irish guest described as "the hilarity of the evening."

FOREIGN MISCELLANEOUS ITEMS.

In Peru the railways have "ladies' smoking cars."

The revolutionary party in Portugal is said to be disposed to support a republican movement.

The German Catholic Bishops will assemble some time this month to concert a common attitude toward the government.

The Paris Deputies have written to the Minister of Finance, requesting the reimbursement of the 200,000,000 francs paid by Paris to the Germans.

The pioneer vessels of the Montreal and Quebec fleets sailed from the Clyde for the St. Lawrence on the 25th ult.

Six thousand and twenty-eight Communist trials have now been disposed of by judgment, and 20,981 prisoners were liberated before passing into court.

The *Opinione* announced that the tunnel under the city of Genoa, connecting the other railways with that going to Nice, would be opened to circulation on April 1.

Austria has now definitely adopted the French metrical weights and measures, to be employed optionally from the 1st of January, 1873, and exclusively from the 1st of January, 1876.

The Indian people have testified the high respect they entertain for the late Lord Mayo by having already subscribed the sum of £26,000 for the erection of a monument to his memory.

A society has been formed in France against the abuses of alcoholic drinks. Since 1850 the consumption of alcohol and the number of deaths arising therefrom have doubled, drunken suicides and outrages tripled and drunken madness quintupled.

The news of the restoration of the forts at Sebastopol is much commented upon in the French press. The *Journal des Débats* says that England, having consented to the revision of the Treaty of Paris, has no right to make complaint or express surprise at the present action of Russia. France is entirely unconcerned in the matter.

TRANSATLANTIC BASE BALL.

The National Game on French Soil—Uncle Sam's Sons of the Sea Amusing Themselves on Land—Base Ball Before a French Audience and How the Game Went Off.

UNITED STATES SHIP SHENANDOAH,
OFF TOULON, FRANCE, April 1[illegible], 1872.

The young men of the squadron assembled in the square in front of the Grand Hotel this afternoon to rid themselves of their superfluous agility and to demonstrate the utility of the practice of gymnastics in the athletic game of base ball. Most of the gentlemen have been devotees to this singular sort of relaxation when they were attached to the Academy at Annapolis; and although many of them had sustained injuries of various sorts at different times as the interest in the proceedings did not seem to flag, nor was the energy wanting to make the labor as hard as possible. It was tried to get up the match so that the officers of the Plymouth could complete a nine from their own mess—a champion nine they were to be—in order that that vessel could earn the distinction of being the winner at ball, as she had already been at racing. It was found not to be practicable, because some players were on duty, others were sick and some were disinclined to play. The project was abandoned and a search was made through the fleet—consisting now of seven vessels—to get together two nines. After some trouble the selection was made and a time appointed as well as a place selected. His Honor the Mayor of Toulon graciously accorded the use of the premises, which on other days are commonly used as a drill ground for the troops stationed at this place. It was conveniently spacious, though covered with small pebbles, which made the direction of the rebound of the ball a question of some nicety; indeed, the calculation, as shadowed forth on the mobile countenance of some anxious player scurrying over the field to capture a "foul" on the first bound, was inexpressibly ludicrous; and the instantaneous change from that of intense uncertainty to that of unutterable disgust as the ball rebounded in any direction but the one looked for was hardly to be equalled by the kaleidoscope.

A GALLIC CROWD WITNESSING AN AMERICAN SPORT.

All neighboring Gaul assembled to see this curious exercise and these curious exercisers. There was the grandfather out for an afternoon walk; the bloused workman, out of a job, perhaps, smoking his short, black pipe; the soldier off duty; the officer, whose duty allowed him to lounge a few minutes as a spectator; the *bonnes* with their infant charges; the *gamins* in abundance, equal to the neatest imported from Paris (whence comes this wonderful assortment of young children with old faces in France?); the strolling glazier, whose wares would surely be safer away from such scenes; all, indeed, were there who could possibly get in the way at the most critical moment, and so awake a chorus of inverted psalms, energetically chanted by the baffled fielders, scouring among a crowd of bewildered Toulonnais. It was an exciting spectacle to observe a wild player, rushing headlong—quite demented, the French must have thought—plunging furiously into the throng, between a gendarme and a *bonne*, perhaps, his eyes directed at the little flying mass of leather as if it were a planet out of its orbit, and the condition of the system of the whole universe depended on his capturing and returning it; to lose sight of him for a few moments and to be sensible of some disorder and confusion in the crowd; to hear a dull, heavy thump, and a sound as of several highly industrious persons tumultuously engaged in the repairing of a gravel walk; to see some of the spectators limp slightly, rub themselves and swear consolation at each other; to see him presently appear between a long haired gentleman, smelling suspiciously of garlic, and an individual with a singular sheen upon his face, giving him the appearance of a highly glazed portrait; to see him, I say, emerge, bearing the trophy in his battered fingers, his trousers freshly decorated like a newly sanded house front (of course he has missed the catch), and an expression in which serenity and dove-like mildness have no part—is a spectacle worthy of the Coliseum in the Vespasian era.

THE GAME.

At ten minutes past two o'clock P. M. Mr. C. C. Cornwall, the umpire, called game, Mr. Dillingham at the bat, who retired from the effects of a fly ball which was wafted gently into the palms of Mr. Seymour, at the second base. Mr. Jasper fell an early victim to the same complaint, with the variation that his disease was treated at the first base by Mr. Rittenhouse. Mr. Mahan won the exact score of nothing by viciously impressing his bat on the ambient air anywhere except in the neighborhood of the ball.

On the other side, assuming the bat, Mr. Ingersoll, after a surprising effort, was hailed by the umpire with the title of "foul," upon which he disdainfully relinquished his post to Mr. Osterhaus, who opened the first score of the game with a well driven ball over the second base. Mr. Rittenhouse followed, fired with a noble emulation, which was quenched at the first base, extinguished by Mr. Cresap. Mr. Seymour scored a run by a neat cut over the short stop, and his example was successfully followed by Mr. Wotherspoon. As Mr. Muse entered the arena the eye naturally scanned the horizon and wandered to the summits of the maritime Alps, some miles distant, which form a beautiful background to this scene. A hurried consultation was held among the opposing players on the propriety of sending the centre fielder to one particularly lofty peak, in order that he should make a neat fly catch on that redoubtable marine's terrific hit. As that mighty arm delivered the swinging blow the bravest held his breath for a while. Alas for human greatness! Mr. Muse was neatly squelched at the home base, after having struggled manfully around on a short hit and bad throws.

The other side now resumed the bat, and by careful playing managed to tie their score of the first inning—exactly nothing; Messrs. Very and Cresap being found foul, and Mr. Crocker having expended his might on vacuity, apparently. "Three strikes," I think, were the cabilistic words employed in the umpire's incantation scene with Mr. Crocker.

The opponents closed the second inning by scoring seven runs, credited as follows:—Messrs. Ingersoll, Osterhaus, Seymour, Wotherspoon, French, Van de Carr and Hemphill, each one. Mr. Hemphill, on manning the bat a second time, was disposed of at first base, Mr. Rittenhouse by strikes, and Mr. Muse with a foul.

True to their original manner, the other side opened the third inning by scoring nothing in the most graceful style of easy freedom, and it was at this stage of the game that Mr. Crocker was distinctly observed to tuck his trousers in his boots. Grave men looked at each other and nodded, and others whispered words of ominous import, for you see there was no foretelling now what dire event this portended. The other party went to the bat and scored five, the lucky ones being Messrs. Osterhaus, Rittenhouse, Wotherspoon, Muse and Van de Carr, the last named by a beautiful clean cut between the second and third bases. Mr. Ingersoll went out on a foul, and Messrs. Seymour and French were fielded out at first base. Mr. French had driven a very hot ball close to the ground, near to the third base, which was neatly gathered by Mr. Crocker, who threw it dexterously to the first base, thus disposing of Mr. French effectually; and now, you see, it was apparent why Mr. Crocker had tucked his trousers in his boots, and all breathed freer.

In the fourth inning the opposing party scored three and then retired quietly. The other side wandered gravely to the bat, and in a desultory manner scored precisely nothing. In the fifth and last inning each side scored one. This inning was remarkable for a beautiful fly ensnared in the web-like hands of Mr. French in his celebrated character of short stop. The fly was furnished by Mr. Dillingham, who consented to perform the *rôle* of striker for that occasion only. The catch was creditable and deserves mention.

THE SCORE.

DILLINGHAM'S SIDE. Players.	O.	R.	INGERSOLL'S SIDE. Players.	O.	R.
Mid. Dillingham, p.	2	1	Mast. Ingersoll, p.	3	1
Mast. Jasper, s. s.	2	1	Mid. Osterhaus, c.	1	3
Enr. Mahan, c.	2	0	Mid. Rittenhouse, 1st b	2	2
Mast. Very, 2d b.	1	1	Mast. Seymour, 2d b.	2	2
Mid. Cresap, 1st b.	2	0	Mr. Wotherspoon, 3d b	0	3
Lt. Crocker, 3d b.	2	0	W. M. Muse, s. s.	3	1
Mid. Wood, l. f.	1	1	Mid. French, c. f.	1	1
Lt. Hunter, c. f.	2	0	Lt. Hemphill, l. f.	2	1
24 Lt. Russell, r. f.	1	0	Mid. Van de Carr	1	2
Totals	15	4	Totals	15	16

INNINGS.

Clubs.	1st.	2d.	3d.	4th.	5th.
Dillingham's side	0	0	3	1	4
Ingersoll's side	3	7	5	0	1—16

Time of game—One hour and forty minutes.
Umpire—Master Charles C. Cornwell, of the Wachusett.

GAME WAS CALLED

at the end of the fifth inning because the ball, which was not new at the commencement, became torn and soft. Perhaps it was all the better for this, for on the occasion of a foul ball flying into the crowd it carromed neatly on the breast of a French baby in a check apron and an atrocious cap, which was borne in the arms of a matron of Gaul. The child did not appear to be more than usually astonished (it had a chronically surprised look), and did not even whimper. Perhaps it is accustomed to sudden attacks elsewhere.

OIL ON TROUBLED WATERS.

TITUSVILLE, Pa., May 17, 1872.

A mass meeting of citizens was held in this city last evening to express indignation at the attempt of the Oil Creek road to prevent the Pennsylvania Petroleum road crossing its track and entering the city. The road now has a thousand men at work, with sixty miles graded. It is expected the road will be running between Titusville and Erie by August 1.

The attempt in the Oil Refiners' Convention to consolidate the refining business of the country proved a failure, and the Convention adjourned.

REVOLT IN THE HOUSE OF REFUGE.

The Keepers Attacked—The Refractory Spirits Caged and Confined.

There was a commotion in the House of Refuge, on Randall's Island, yesterday. For some time back the inmates of the institution have been manifesting symptoms of insubordination and threatening a revolt. It might be possible to point out, or, at least, hint at the immediate causes of these manifestations, but it may be better to leave these matters to subsequent investigations and to state the facts of yesterday's occurrences.

About ten o'clock A. M. Thomas McDonnell, aged seventeen, committed to the House of Refuge about seven months ago, by Justice Dowling, was engaged working in the shoe shop on the island, when one of the bosses came along and spoke to him. They had some cross words, which, however, passed off. At noon McDonnell was coming from "recess," when one of the foremen, named Buchannon, "playfully" struck him on the leg. McDonnell felt annoyed, but went to his usual place in the building without complaining. Shortly after Buchannon strolled in laughing in a provoking sort of way. McDonnell noticed this, and thinking that the laughing on Buchannon's part was purely malicious, he became enraged, and, rushing at him with a knife, cut at him and gave him a severe gash on the nose. This demonstration created the wildest excitement among the 200 boys present. McDonnell ran away and was pursued by Assistant Superintendent Adams. One of the youthful rebels, Callaghan, taking sides with McDonnell, attempted to stop Adams, and, when the latter presented a revolver, stabbed him in the hand. All around the scene of furious uproar and wild disorder was intense. A formidable presentation of revolvers, however, finally brought the refractory spirits into peace and subjection. Word being sent to the Twelfth precinct station house a platoon of police was promptly sent over to the island and about thirty boys were arrested. They were taken before Justice McQuade, at the Harlem Police Court, and committed for examination.

The HERALD reporter interviewed three of the prisoners—Henry Obermayer, Thomas McDonnell and James Daly—and all concurred in saying that it was the brutality of the keepers and Superintendent, the wretched and insufficient food and the horrible religious intolerance of the establishment that were at the bottom of all the trouble.

JOSEPHINE M'CARTY.

The Accused Acquitted of the Charge of Murder—Her Rearrest on the Charge of Felonious Assault.

UTICA, N. Y., May 17, 1872.

In the case of Josephine McCarty, of Albany, charged with the murder of Henry H. Hall, of Ogdensburg, alleged to have been committed in a felonious assault made upon Milton H. Thompson, in a street car, the greater part of the day was occupied by Judge Doolittle in his charge to the jury. The jury went out at ten minutes past five this evening. At half-past six a messenger recalled the Court, and at ten minutes past seven the jury returned a verdict of "Not guilty." There was a tumultuous applause in the court room upon the announcement of the verdict, in spite of the efforts of the Sheriff's deputies.

Mrs. McCarty was at once rearrested on a bench warrant on a charge of assault upon Milton H. Thompson with intent to kill.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	4 41	Moon sets..morn	2 36
Sun sets	7 12	High water.morn	4 27

OCEAN STEAMERS.

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

Steamers.	Sails.	Destination.	Office.
Republic	May 18	Liverpool	19 Broadway.
Ville de Paris	May 18	Havre	58 Broadway.
India	May 18	Glasgow	7 Bowling Green
City of Montreal	May 18	Liverpool	15 Broadway.
Deutschland	May 18	Bremen	2 Bowling Green
Nemesis	May 21	Bremen	2 Bowling Green
Alexandria	May 22	Glasgow	7 Bowling Green
Manhattan	May 22	Liverpool	29 Broadway.
City of New York	May 23	Liverpool	15 Broadway.
City of Brussels	May 25	Liverpool	15 Broadway.
Oceanic	May 25	Liverpool	19 Broadway.
Tripartia	May 25	Glasgow	7 Bowling Green
Main	May 25	Bremen	2 Bowling Green
Wisconsin	May 29	Liverpool	29 Broadway
City of Antwerp	May 30	Liverpool	15 Broadway.
City of Paris	June 1	Liverpool	15 Broadway.
Adriatic	June 1	Liverpool	19 Broadway.
Australia	June 1	Glasgow	7 Bowling Green
Pereire	June 1	Havre	58 Broadway.
Baltic	June 8	Liverpool	19 Broadway.

PORT OF NEW YORK, MAY 17, 1872.

CLEARED.

Steamship India (Br), Munro, Glasgow—Henderson Bros.

Steamship Regulator, Freeman, Wilmington, NC—Lorillard Steamship Co.

Ship Rudenavor, Warland, Hong Kong—F Hathaway.

Ship Charles H Marshall, Marshall, Liverpool—C H Marshall & Co.

Ship Hannah Morris (Br), Morris, Liverpool—Snow & Burgess.

Ship E W Stetsin, Moore, London—Grinnell, Minturn & Co.

Ship Leocadi (NG), Wake, Bremen—H Baetjer.

Ship British Queen (Br), Masters, Quebec—Snow & Burgess.

Bark Favorite (Br), Payne, Queenstown or Falmouth—G F Bulley.

Bark Concordia (Nor), Johanssen, Sligo—Tetens & Bockmann.

Bark Washington (NG), Koch, Hamburg—Funch, Edye & Co.

Bark Lakemba (Br), Brown, Antwerp—J F Whitney & Co.

Bark Leopold II (NG), Rathke, Dantzig—Funch, Edye & Co.

Bark Cardenas, Sundberg, Havana—Jas E Ward & Co.

Bark Edith Rose, Tobey, St John, NB—Yates & Potterfield.

Brig Paqueta de Terra Nova (Sp), Noquencles, Alicante.

Brig Eolo (Ital), Carini, Gibraltar—Sgobel & Day.

Brig Alberti, Harriman, Lisbon—H D & J U Brookman.

Brig Gustavo (Dan), Biemann, Porto Plata—Beyerbach & Schultz.

Brig Tubal Cain (Br), Stone, Matanzas—Jas Henry.

Brig M A Herrera (Br), French, Havana—J E Ward & Co.

Brig Georgian (Br), Hicks, Trinidad—Heney & Parker.

Brig Portia (Br), Prout, St Johns, NF—Bowring & Archibald.

Brig Dominion (Br), White, Windsor, NS—J F Whitney & Co.

Brig Lucida (Br), Atkinson, Sackville, NB—P I Nevius & Sons.

Brig Theresa, Butler, Blohm, New Orleans—N H Brigham.

Schr Huntress (Br), Gunn, Queenstown or Falmouth—G F Bulley.

Schr John Mosser, Abrahams, Eleuthera—Jas Douglas.

Schr H V Crandall (Br), Burnie, Yarmouth, NS—Crandall, Berteaux & Co.

Schr Carrie Douglas (Br), Ludlow, St John, NB—Heney & Parker.

Schr Maud Barlow, Barlow, Woodstock—R P Buck & Co.

Schr Florence Rogers, Sheppard, Charleston—Evans, Ball & Co.

Schr Burdett Hart, Pearce, Wilmington, NC—E S Powell.

Schr Lizzie Evans, Mahon, Newbern, NC—J B Gager.

Schr Saarbruck, Clark, Philadelphia—Jas Murray & Co.

Schr American Eagle, McFarland, Portsmouth, NH—C L Hatch.

Schr Howard, Worster, Salem—Thompson & Hunter.

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

Schr Dart, Williams, Stamford.

Schr J W Allison, Churchill, Hartford—Rackett & Bros.

Steamer Novelty, Shaw, Philadelphia.

Steamer M Massey, Smith, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Miranda (Br), Dilly, Naples April 8, Messina 11th, Palermo 16th and Gibraltar 24th, with mdse and 1 passenger, to Henderson Bros. Had fine weather; May 6, lat 34 57 N, lon 46 15 W, signalized a French bark steering East, showing a signal with letters JNCR in it.

Steamship Rising Star, Conner, from Aspinwall May 7, via Kingston, Ja, May 10, with mdse and passengers to the Pacific Mail Steamship Co. May 12, lat 22 08 N, lon 74 22 W, spoke schr Mary G Curran, for New York; same day, lat 22 50 N, lon 74 29 W, passed brig Henry Perkins, of Boston, from New York for Port au Prince; 14th, lat 30 40 N, lon 74 14 W, spoke whaling bark Clarice, of Edgartown, 6 months out, with 250 bbls oil; all well.

Steamship Missouri, Curtis, Havana May 11, via Nassau 13th, with mdse and passengers, to the Atlantic Mail Steamship Co.

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

Ship Emerald, Lull, Cardiff, 33 days, with railway iron, to order; vessel to Howland & Frothingham. Took the northern passage and had fine weather to the Banks; from thence 20 days, with light baffling winds.

Bark Insular Capri (Nor), Andersen, Newport, E, 35 days, with railway iron, to Tetens Bockmann. Took the northern passage and had fine weather; has been 18 days W of the Banks.

Bark Europa (NG), Pichler, Bremen 42 days, with mdse and 450 passengers to H Koop & Co. Took the northern passage and had variable weather; April 28, on the eastern edge of the Banks, had a severe gale from the west, lasting 48 hours; lost and split sails; has been 15 days W of the Banks; had 13 deaths—9 children and 4 adults—and 3 births.

Bark Masonic (of Boston), Lanpher, Messina, 63 days, with fruit to Chamberlain, Phelps & Co—vessel to Thayar & Emery. Passed Gibraltar April 8; took the middle passage and had variable weather.

Bark Lydia (Br), Holder, Montevideo 64 days, with wool and hides to Heney & Parker. Crossed the equator April 22, in lon 41 22; had fine weather; has been 6 days north of Hatteras; April 7, lat 12 18 S, lon 33 17 W, spoke bark Lord Clarendon (Br), from Pucinos Ayres for New York; was in company with her up to April 29, lat 15 42, lon 55 58 W; May 7, lat 28 09 N, lon 66 40 W, whaling bark Globe, for New Bedford; 11th, lat 33 04, lon 71 50, brig Realidade (Port), from Rio Grande for New York.

Schr Gersh Banker, Coton, Para 22 days, with rubber, &c., to F. Moran. Has been 6 days north of Hatteras, with light, baffling winds.

Schr Alba (Br), Calder, San Juan, Nic, 37 days, with hides, &c, to Straut Bros—vessel to Winchester & Towne. Had moderate weather; has been 6 days north of Hatteras; May 13, lat 37 30, lon 72 40, spoke brig Salista, hence for Galveston.

Schr L A Van Brunt (of Brookhaven), Tooker, Cardenas 12 days, with molasses, to Melville Finley & Co; vessel to Van Brunt & Bros. The first two days had strong NE winds; since light winds and calms; has been 5 days north of Hatteras.

Schr H A Hunt (of Morristown, N J), Peterson, Calbarien 12 days, with sugar to F Y King & Co—vessel to Evans, Ball & Co. Has been 6 days N of Hatteras, with light winds and calms; May 9, lat 30 42, lon 79 26, spoke bark Banquerau (Br), from Pensacola for Montevideo; same time, ship Tonewanda, from Mobile for Liverpool.

Schr Robert Myhann (of Harwich), Doane, Rock Sound (Eleuthera), 7 days, with pineapples and 1 passenger, to James Douglass; vessel to B J Wenberg. Had heavy gales from S E to Hatteras, since light winds and calms; May 15, 40 miles S of Cape May, spoke schr Harvest Home, from Baltimore for Boston.

Schr S P Adams, Cabbut, Sand River, NS, 8 days, with spars, to master.

Schr A M Dickenson, Dickenson, Corpus Christi 22 days, with hides, &c, to J H Brower—vessel to master. Had light NE winds the entire passage; 15th inst, lat 37 45, lon 74 48, passed a vessel's spar.

Schr H A Hoyt, Townsend, Alexandria.

Schr Edward Slade, Soper, Alexandria.

Schr C & N Rogers, Cubberly, Virginia.

Schr Maria Jane, Jones, Virginia.

Schr M S Tibbetts, Robbins, Virginia.

Schr Rebecca Knight, Turner, Virginia.

Schr S J Vaughn, Vaughn, Virginia.

Schr Laureta, Curtis, Virginia.

Schr J L Stephenson, Young, Virginia.

Schr J T Williams, Newbury, Georgetown, DC.

Schr Breeze, Cranmer, Georgetown, DC.

Schr W H Kenzel, Soper, Georgetown, DC.

Schr Henry Croskey, Bracket, Georgetown, DC, for Port Morris.

Schr W H Harris, Merritt, Tuler, Me, 7 days, with spars, to James Murray.

The brig Sea Bird (Br), from Maracaibo, which arrived 16th, reports was detained at the bar 31 days waiting for a chance to cross, on account of the channel filling up. The French bark Diamant, for Marseilles, grounded while trying to cross the bar; it was supposed she would float the next tide.

Passed Through Hell Gate.

BOUND SOUTH.

Schr Walter Aiken, Griffen, Stamford for New York.

Schr Wm S Thompson, Louden, New London for New York.

Schr D C Burdett, Rogers, Bridgeport for Jersey City.

Schr Lady Emma, Carroll, New Haven for Norfolk.

Schr J B Bleeker, Thomson, Taunton for Elizabethport.

Schr Walter Irwin, Airey, Thomastown for New York, with lime to James Weaver.

Schr Addie B Stimson, Stimson, Providence for New York.

Schr Fred Reed, Boardman, Providence for New York.

Schr E. Waterman, Hinckley, Nantucket for New York.

Schr Hannah E Browne, Sackett, Portsmouth for New York.

Schr Velocipede, Rogers, Deer Island for New York.

Schr Alabama, Allen, Providence for New York.

Schr Sarah Selsey, Storrer, New Haven for New Brunswick.

Schr Jane Maria, Bushnell, Norwich for New York.

Schr Willard Saulsbury, Handy, New Bedford for New York.

Schr Quickstep, Smith, Lynn for Philadelphia.

Schr Ida, Deering, Taunton for Elizabethport.

Schr J Anderson, Norwalk for New York.

Schr Faker, Knowles, Portland for New York.

Schr George & Edgar, Smith, New Haven for Port Johnson.

Schr W D Mangam, Chase, New Bedford for New York.

Schr Alida, Knowles, Providence for Elizabethport.

Schr Rockhill, Baker, Providence for Elizabethport.

Schr A H Harding, Harding, Wellfleet for New York.

Schr T P Able, Fowler, Providence for New York.

Schr Eli Townsend, Nickerson, Providence for Elizabethport.

Schr H M Howes, Howes, Portland for New York, with stone to order.

Schr John Warren, McGarr, Providence for Elizabethport.

Schr Franklin, Mott, Riverhead for New York.

Schr Storm, Cushman, Hartford for Trenton.

Schr Emma E Ellen, Sparks, Hartford for New York.

Schr John Mettler, Little, Providence for New York.

Schr J H Hess, Hogdon, Providence for New York.

Schr New Regulus, Hallock, Providence for New York.

Schr Richard Hill, Smith, Wareham for New York.

Schr Lizzie Williams, Cooper, Bangor for New York, with potatoes to order.

Sch Fannie G. Warren, Dickson, Middletown for Philadelphia, with stone to order.

Schr Forrest, McAllister, Fall River for New York.

Schr Gov. Coney, Adams, Pawtucket for New York.

Schr Ann Maria, Hogden, Pawtucket for New York.

Schr Express, Mehaffey, Providence for New York.

Schr Augusta Garrick, Davis, Newport for New York.

Schr Julia & Martha, Blunt, Fall River for New York.

Schr F Nelson, Hallock, Providence for Philadelphia.

Schr Mail, Mead, Greenwich for New York, with stone to order.

Steamer Electra, Mott, Providence for New York, with mdse and passengers.

Steamer Ospray, Kenney, Fall River for New York, with mdse and passengers.

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

BOUND EAST.

Brig Humming Bird (Br), Stevens, New York for Windsor, NS.

Brig Union Star, (Br), Merrian, New York for Halifax.

Schr Oliver Scofield, Dissoway, Alexandria for Providence.

Schr S L Thompson, Hull, Rondout for New London.

Schr Charles H Northam, Hubbard, New York for Hartford.

Schr J H Boardman, Poughkeepsie for Fall River.

Schr Ann Eliza, Knapp, Haverstraw for Providence.

Schr Amos Briggs, Knapp, Haverstraw for Providence.

Schr Green County Tanner, Hyde, Rondout for Providence.

Schr Columbia, Duncan, Rondout for New Haven.

Schr Ella S Swan, Knapp, New York for Oyster Bay.

Schr Elm City, Kelly, New York for Bridgeport.

Schr Orion, Smith, Elizabethport for Bridgeport.

Schr John & Frank, Mathews, Elizabethport for an Eastern port.

Schr Ripple, Conover, Trenton for Dighton.

Schr Alexandre, Hancock, Hoboken for Hartford.

Schr John C Rockhill, Hatch, Elizabethport for Providence.

Schr Ella Barnes, Avery, Port Johnson for Fall River.

Schr S S Buckingham, Hammill, New York for Hartford.

Schr Herbert Manton, Kelly, Rondout for Boston.

Schr Daniel Webster, Hazleton, Newburg for New London.

Schr Wm Capes, Kelly, Rondout for Boston.

Schr Copia, West, Rondout for Boston.

Schr Nightingale, Beebe, Greenpoint for Boston.

Schr Belle, Higgins, Rondout for Lynn.

Schr John D Buckley, Robbins, New Brunswick for Middletown.

Schr H T Townsend, Percy, Rondout for Boston.

Schr Capitol, Harris, Rondout for Bridgeport.

Schr Geo A Twibill, Homan, South Amboy for Hartford.

Schr G Stancliffe, Hine, South Amboy for Middletown.

Schr John McDevitt, Dunlap, Alexandria for Derby.

Schr Sarah Flannigan, Jones, New York for Wellfleet.

Schr Mary E Birch, Clarke, New York for New London.

Schr Corvo, Pickering, New York for New Haven.

Schr Dani Morris, Sansom, Elizabethport for Pawtucket.

Schr Matanzas, Clark, Hoboken for Boston.

Schr C M Cummings, Polk, Rondout for Boston.

Schr Wm L Peck, Bunce, Hoboken for Huntington.

Schr H Gibbs, Chase, New York for New Bedford.

Schr Hastings, Chase, New York for New Bedford.

Schr Mary Natt, Bishop (or Parker), Elizabethport for Somerset.

Schr Hudson, Crowell, Barnegat for Boston.

Schr Millie Perry, Oxton, New York for Boston.

Schr Henry May, Brackett, Rondout for Providence.

Schr General Howard, Johnson, New York for Augusta Me.

Schr Bramhall, Hamilton, New York for Boston.

Schr Emeline Haight, Avery, New York for Fall River.

Schr Fredonia, King, New York for Windsor, NS.

Schr Piero, Rogers, New York for Boston.

Schr Wm G Mowrey, Eaton, Rondout for Boston.

Schr Bay State, Pickering, Rondout for Boston.

Schr Mail, Wescott, Hoboken for Gardiner.

Schr J W James, French, Hoboken for Camden, Me.

Schr D A Berry, Colton, New York for Boston.

Schr Louisa Francis, Kelly, New York for New Bedford.

Schr E Sequin, Brogan, Hoboken for Portsmouth.

Steamer Ospray, Kenny, New York for Fall River.

Steamer Electra, Mott, New York for Providence.

BELOW.

Bark Templar, Bartlett, from Leghorn March 10.

Brig V H Hill, Whorf, from Aux Cayes (by pilot boat Mary E Fish No 4).

Wind at Sunset S, light.

Marine Disasters.

SHIP CHARLOTTE W WHITE—A despatch from Calcutta states that the ship Charlotte W White, of Belfast, Me, is ashore in the river below that port, on the quicksands. She is from Montevideo in ballast. The place is dangerous, but nothing is yet known of her condition. She is owned by Jas P and J W White, who are not insured, and by W H Conner and Mrs Elizabeth White, who have policies to full value. Capt Jos Park, the Messrs Pendleton and Capt Edward Griffin (who commands her), of Searsport, are also owners, and not covered by insurance.

SHIP JAMES R KEELER, Allen, from Mejillones with guano for Liverpool, 30 days out, put into Callao for repairs on the 25th ult. Captain Allen reports having encountered very heavy weather in the vicinity of lat 44 S and lon 95 W, during which the ship suffered severely and was hove on her beam ends, causing her cargo to shift and the vessel to strain badly and make much water. After righting ship found she had three feet water in her hold and that it was rapidly on the increase.

SHIP WINDWARD, before reported at Portland, Oregon, in distress, had her new lower masts in on the 1st inst.

BARK ISAAC RICH, Sheldon, at San Francisco 9th inst from Newcastle, NSW, had head winds most of the passage; in lat 39 28 S, lon 165 W, had a heavy easterly gale, during which sprung foremast and foretopsail yard, lost sail, chafed cargo; also crossed the equator in lon 140 W; had no SE trades; on the night of May 1 experienced a heavy gale from WNW, with a fearful sea, which swept the decks of everything movable, filling the cabin, &c, with water.

BR