New Orleans Daily Crescent.

TUESDAY MORNING, OCTOBER 23, 1866.

Interesting Trial.

A BOLD ATTEMPT TO DEFRAUD AN INSURANCE COMPANY BY A NEWLY MARRIED COUPLE.

(Correspondence of the Chicago Evening Journal.)

ROCKFORD, ILL., Oct. 19.—A suit has occupied the public attention here, in its progress before the circuit court, that is of great importance to insurance men and the public generally. The peculiar closing of the case makes it fit, perhaps, to give an outline of the case and testimony, leaving your readers to form conclusions for themselves, referring them to the more elaborate record of testimony which the company will themselves publish for additional details and opinions.

In November last, a couple were married in Beloit, Wisconsin, one morning, under the name of J. H. Sargent and wife. Immediately after the marriage, the groom called upon the agent of the Travelers' Insurance Company, in great haste, for an accident policy, as he was going off on the next train. Being stripped, he pawned his watch to pay the fees. About one month later the good people of Pecatonica, Ill., upon information of Henry J. Allen and others, who stated that Sargent had that afternoon come in on the train, and had been drowned while skating, searched diligently for the body, and continued cutting ice and looking for him for two or three days later. A few months later the Beloit agent was notified by the attorney here, of Sargent's death, and the formalities of the proof were finally completed. Gen. Julius White, at Chicago, representing the western interest of the company, suspected from the looks of things something wrong, and at first supposed the man Sargent to be a reality, though doubting his death. The company delayed paying till they could satisfy themselves. Meantime a suit was brought against them by Mrs. Sargent. The case was called up at the present term of the court. The prosecution put in evidence that one day last December, John H. Sargent, the husband of the plaintiff, came to Allen's on the afternoon train, and then going skating, fell through an air-hole and was seen no more. The witnesses testified explicitly as to their position at the time, and to the position of the air hole from such points.

The witnesses for the marriage, and the minister who performed the ceremony, testified to their belief that John H. Sargent and a man now called Henry J. Allen, were both of the same individual. The insurance agent who issued to Sargent (so-called) a policy, and two clerks, testified that a man here called H. J. Allen, was the man who took out the policy. The watch pawned for fees was traced back to the jeweler who sold it to H. J. Allen, and a diligent search made by "Mrs. Sargent" as that of her deceased husband, and identified as a good likeness, by those who swore to the drowning, was sworn to as that of a man who had served under Allen in the war, and had exchanged photographs with him. The original and the artist who took it were both on the witness stand. The register on the register of the Bushnell House, Beloit, of John H. Sargent, and that of the application for insurance, were shown to be the same as that of Henry J. Allen in various letters here. Testimony also was given showing that "Mrs. Sargent" had reported that she and her husband separated at Beloit, immediately after marriage, and she had not seen him since, and also had reported spending a day or so with him at Prospect, or Dunleith, afterward denying it.

The public sentiment was more fully aroused than by any other trial for years, and was rapidly settling upon the expectation of a verdict for the company, when the prosecution withdrew the suit, virtually conceding the case, after five days spent before the court and jury.

A Storm at Sea,

THE STEAMSHIP ARAGO IN A CYCLONE.

Mr. Cassidy, of the Albany Argus, who arrived from Europe in the Arago on Saturday, thus graphically describes a furious storm with which the steamer had to settle:

"We were six days out, when a cyclone caught us under one of its wings, and sent us whirling. The constant wind had raised the sea into full motion before the gale came on, which lashed it into rage. If we had contended here to face with it, we would have caught some severe blows, but our captain put the vessel into the trough of the sea, and though she rocked fearfully, she rode safely and moved apace on her course.

"As we labored in the valley of waters the whole ocean to the horizon lifted itself up, and above its level rose the ascending wave to fall again, and rise again upon the other side. We hung and swayed like a pendulum. There was a Niagara on each side of us, and another pouring its green waters and scattering its spray at our stern. There was a fascination in the scene, which the slight ingredient of danger perhaps added to. Fortunately it lasted only about twelve hours, though when the wind abated the sea still rolled, and the ship labored in heavy rolls. All next day the vessel tossed and pitched, and the bright sun, which had lightened the scene, disappeared. The rain drove us into our cabins, and the day was one of discomfort; till the night rocked us in our uneasy cradle to unpleasant dreams.

"The day passed silently and sadly. The southeast wind gave us rain, and once or twice a little flurry of snow—a phenomenon which had preceded the gale of Tuesday. We had two or three sea captains on board, who, as well as our own commander, saw mischief in the aspect of the heavens. The barometer fell suddenly an inch or more. 'If there is not a storm and a rousing one,' said one of them, 'there is no use for a barometer, and you had better throw it overboard.' But the barometer was right in its warnings; and the wind which, by this time, had nearly boxed the whole compass, veered to the northwest, and came upon us with the suddenness of a simoon. The little sail we were under was taken in in time. It came on, as the sailors say, 'butt and foremost,' and for four hours the Arago went through a tempest such as it never before encountered. The sail, as she was put in the trough of the sea, was bad enough; but once in a while she encountered a sea that shook the vessel, and made every timber in her strong frame tremble and quiver. It was dark. The wind which, in the previous gale, had sung through the shrouds, sounding like plaintive voices calling for help, now shrieked angrily and in hoarse threats. The darkness was absolute; and as the waves broke against the sides of the vessel, the air was filled with the scattered waters—the 'spoon-drift,' as it is called—and one could not see across the vessel.

"Waves do not rise mountains high, except in newspaper paragraphs and nautical novels written by landsmen. The highest unbroken waves we estimated at from 25 to 30 feet in height. But when they dash against the sides or bow, the top breaks off and surges over wheelhouse and bridge, and over smoke-stack, and falling, sweeps along the deck, whole hogsheads full at once. The weight, too, is immense; and when a long and heavy wave strikes broadside against the vessel, it is as of a hammer of 100 tons had been let drive at it. It smashes iron work, and snaps asunder the strongest bands of steel. Luckily the storm was brief, and did its worst in the beginning. If it had been protracted much longer, the ship could not have stood it. As it was, hardly a pound's worth of damage was done. The steps on the wheelhouse were torn off by an ascending wave. Some iron bolts that held the boats were snapped asunder. One of our second-class passengers, tossed across the deck, had his ribs broken; but, with these exceptions, we rode out the storm triumphantly. The passengers were variously affected, but on the whole behaved admirably—particularly the ladies. They were earnest and anxious, but silent and absorbed. One or two gentlemen nurses the preservers. One or two boisterous fellows, whom we had mistaken for dare-devils, took to frantic lamentations and prayer.

"Many of the passengers watched all night, refusing to go to their berths. Many lay down ready dressed. Some went to their repose as usual, and were rocked asleep by the storm; and were awarded for their trust by a more tranquil morning. Gradually the great heart of nature ceased its labored pulsations, and grew calm. The storm subdued itself into silence, and on Sunday morning the ocean looked up like a babe, fearful but smiling, in the face of the friendly sky."

SECRETARY STANTON.—The National Republican of the 18th inst., says that it has the highest authority for denying the report that Mr. Stanton has tendered his resignation as secretary of war; while the National Intelligencer remarks that the statement that he had written a letter to the President requesting to be relieved of his position, was at least premature, but the latter paper says it is understood Mr. Stanton has signified his intention to ask to be relieved as soon as his annual report is completed, and also that on account of his health he would not be averse to spending a few years in Spain, as the minister at Madrid. Without controverting the authority on which the above publication is made by the National Intelligencer, and without attempting to state particulars, the substance of the general news in our dispatch of yesterday may be repeated, namely: There seems to be no doubt that Mr. Stanton will soon retire from his present position, and in that event there is a strong probability that Lieut. Gen. Sherman will be invited to take charge, temporarily, at least, of the war department.

THE POPULATION OF PARIS.—According to the census recently taken of the city of Paris, its population, exclusive of foreigners sojourning there, is about 1,700,000.

MEDICAL.

RUSS' ST. DOMINGO BITTERS—

RUSS', RUSS,'

RUSS,' RUSS',

RUSS', RUSS'

St. Domingo Bitters,

St. Domingo Bitters.

St. Domingo Bitter

One of the most valuable combinations of a useful medicine and an agreeable beverage that has ever been offered to the public. Millions of bottles were sold throughout the North during the last four years, and, wherever introduced, it has proven a welcome addition to the invalid's table, the family circle and the bachelor's sideboard.

Ladies who have lost strength and appetite, and suffer from nausea, vomiting and vertigo—

Gentlemen who "don't feel very well" just before breakfast or dinner, whose stomach is out of order and system is generally deranged—

Mothers weaning children and suffering from general debility—

Children of sickly nature, and sour, dyspeptic constitution—

Travelers who have occasion to change their water, and—

All who live in malarious districts, and are subject to miasmatic influences, will find one of the most valuable tonics and invigorants that can be taken, in—

RUSS' ST. DOMINGO BITTERS.

TRY THEM BUT ONCE.

Russ' St. Domingo Punch.

Russ' Arrack Punch.

MADE FROM BATAVIA RICE.

Russ' Brandy Cocktail

Russ' Bourbon Whisky Cocktail,

Russ' Messina Punch

Russ' Gin Cocktail,

Russ' Mint Julep.

SLACKBERRY BRANDY,

RASBERRY SYRUP,

GINGER CORDIAL.

LEMON SYRUP

Also on hand and manufactured to order.

Russ & Co., No. 84 Dey street, New York

Sold wholesale by J. H. CARTER, JAMES GONEGAL

And by all Grocers and Druggists.

GREENBACKS ARE GOOD,

—BUT—

ROBACK'S ARE BETTER.

Roback's

STOMACH BITTERS

—CURES—

DYSPEPSIA, SICK HEADACHE, INDIGESTION, SCROFULA, OLD SORES, COSTIVENESS, ERUPTIONS, REMOVES BILE, RESTORES SHATTERED AND BROKEN DOWN CONSTITUTIONS.

Roback's Blood Pills

Are the most active and thorough Pills that have ever been introduced. They act so directly upon the Liver, exciting that organ to such an extent as that the system does not require into its former condition, which is too apt to be the case with simply a purgative pill.

They are really a

BLOOD AND LIVER PILL,

And, in conjunction with

ROBACK'S BLOOD PURIFIER,

will cure all the aforementioned diseases, and themselves will relieve and cure

Headache, Costiveness, Colic, Pains, Cholera Morbus, Indigestion, Pain in the Bowels, Dizziness, etc.

DR. ROBACK'S STOMACH BITTERS

Will invigorate the system, and thus prevent that terrible scourge,

CHOLERA,

And should be used by convalescents to strengthen the protection which always follows acute disease.

Try these medicines, and you will never regret it. Ask your physicians who have used them, and they will say they are GOOD MEDICINES, and you should try them before going for a physician.

PRINCE, WALTON & CO.,

(Successors to Dr. W. C. Roback,)

SOLE PROPRIETORS,

Nos. 56, 58, 60 and 62 East Third street

CINCINNATI, OHIO.

FOR SALE BY DRUGGISTS EVERYWHERE.

WE CHALLENGE THE WORLD

—TO—

FIND A BETTER PREPARATION

—THAN THE—

GREY JACKET BITTERS,

For all that they are recommended, and

WILL FORFEIT A LARGE AMOUNT OF MONE

—IF—

Upon Analysis,

They are found to contain anything but pure and health-giving ingredients.

PATENT LUMBER DRYER.

BULKLEY'S.....BULKLEY'S

PATENT LUMBER DRYER,

—BY—

SUPERHEATED STEAM, WITHOUT PRESSURE, WILL

SEASON LUMBER IN FROM 2 TO 4 DAYS.

Important Invention for Seasoning Lumber

It will season Lumber at an average cost of $1 per 1000 feet.

It will season Lumber more thoroughly, and check it less than any other process.

It is safer, does the work quicker, cheaper, and better than any other process.

The expense of a Kiln and a Flight is within the reach of every one.

It costs less to dry out the water in Lumber, than to haul it twenty miles.

NO NECESSITY FOR USING GREEN LUMBER.

The Lumber comes from the steam ready to be worked immediately.

The cost of changing a common Dry Air Kiln into a Steam Kiln, or of erecting a new Kiln and the price of a Flight, are often saved in a year by this process.

No need of keeping large stocks of lumber on hand. It costs less to dry it by this process than the interest on the price while drying in the air.

Carpenters, Coopers, Cabinet, Carriage, Sash, Door and Blind Manufacturers, Owners of Planing Machines, Saw Mills, and all who wish to dry lumber, should be in possession of the Right to this invention.

A common Hot Air Kiln can be changed into a Steam Kiln for a small expense.

This process is now in use in the Car shops of the Pennsylvania Central; New York Central; Atlantic and Great Western; Chicago and North Western; Chicago, Alton and St. Louis; Illinois Central; Chicago, Burlington and Quincy; Michigan Central; Toledo and Wabash; Reading; Dayton and Cincinnati; and other Railroad Companies. Also, by many of the manufacturers of Cars, Carriages, Sash, Doors and Blinds. Agricultural Implements, throughout the United States.

GRAIN, FLOUR, MEAL, FRUIT, VEGETABLES, TOBACCO, WOOL, PAPER, BRICK, SALT, and other substances are dried by this process.

A test of the Dryer almost before paying for the Right, by paying for the lumber, drying and specifications.

For further information, address

JOSEPH FRY,

Box 2023, Postoffice, New Orleans, La.

From the Washington Navy Yard.

WASHINGTON NAVY YARD, Feb. 16, 1866.

To Wm. Keleer, Esq., Constructing Engineer:

Sir—We have two of Buckley's Lumber Dryers in operation in this yard. We have made thorough tests of the process. We weighed and gauged in and out the following samples of lumber, viz: Five White Pine Planks:

No. 1. Weighed in 64 lbs., weighed out 55 lbs; gauged in 15 5-16 inches; gauged out 14¾.

No. 2. Weighed in 67 lbs; weighed out 57 lbs; gauged in 15 5-16 inches, gauged out 14¾.

No. 3. Weighed in 64 lbs, weighed out 57 lbs; gauged in 15¼ inches, gauged out 14 13-16.

No. 4. Weighed in 70 lbs, weighed out 61 lbs; gauged in 15⅜ inches, gauged out 14⅜.

No. 5. Weighed in 61 lbs, weighed out 52 lbs; gauged in 15¼ inches, gauged out 14¾.

No. 6. A green black Walnut board weighed in 45 lbs, out 35 lbs; gauged in 17 5-16 inches, cut 15¾.

No. 7. A black Walnut board weighed in 39 lbs, out 30 lbs; gauged in 12¼ inches, cut 11¾.

No. 8. An Ash plank 14 inches, 10 years in yard, weighed in 37 lbs, out 31; gauged in 13 inches, cut 12¾.

No. 9. A Pine plank 2 8-16 inches, 4 years in yard, weighed in 36 lbs, out 31; gauged in 15¼ inches, cut 15.

No. 10. An old dry board gauged in 9⅝ inches, gauged out 9⅜ inches.

No. 11. An old dry board, 1¼ inch thick, gauged in 12⅜ inches, gauged out 12¼ inches.

No. 12. A green plank, 1¾ inch thick, was cut into three pieces, as one of the pieces taken out, each day. One piece 1⅝ inches wide, shrunk a quarter of an inch in 8 hours. The piece when remained under fire three and a half days shrank no more than the one which was in the kiln only 48 hours.

The advantage seems to be taken out by the superheated steam before the moisture is all gone.

This lumber was seasoned to less than four days, and seems as bright and full of life as the best air dried lumber.

We consider these Kilns of great advantage to this yard, and believe the process to be just what we have long needed. It will save us the trouble and delay lumber. We think the process based upon the right principle—original construction.

J. M. DOWNING, Master Joiner.

C. L. WILLIS, Foreman.

L. A. TUBE, Quartermaster.

I believe the statements set forth in the above communication to be correctly stated, and the experiment to have been a complete success.

S. P. BROWN, Party Agent.

The results of the experiment as above reported are satisfactory, and we believe them to be correctly stated.

JOS. SMITH,

Chief of Bureau of Navy Yards and Docks.

W. P. S. SANGER,

Engineer-in-Chief of Navy Yards and Docks.

From R. L. & R. Webster,

Manufacturers of Barrels, Ellenburg Center, New York.

We have in use two of Buckley's Patent Dryers. They are perfectly satisfactory. We can save the cost of the Dryers in interest alone each year we are one of them.

From W. H. Langley,

Manufacturer of Barrels, Gallipolis, Ohio.

The Dry Kiln built under the direction of your Agent, for seasoning staves, has been in constant use, and I believe it performs its work fully as well as you claim it to. I would about as soon dry green staves as those partly seasoned, knowing we can in a few days, at small expense, have them seasoned.

From Rowe & Jones,

Sash, Door and Planing Mill, 1129 Beach street, Philadelphia.

We have been using Bulkley's Patent Lumber Dryer for several months. We find it almost indispensable, as we should not have been able to fill our orders as promptly in the past few months. In our opinion it is the only way to thoroughly season lumber in a reasonable time, and we believe the lumber so dried is in no way injured by the process.

From J. H. Schomacker,

Piano Maker, Philadelphia.

Test made by Bulkley's Patent Lumber Dryer: One piece of Pine board, 12½ inches wide, 1¾ inches thick, weight 6 lb. 4 oz. in, and gauged out 12 2-16 inch, 4 ounces in weight. The lumber was dried in the yard three years, and one year in bed-ale kiln by me. I recommend this process to all manufacturers.

From Moore & Campion,

Philadelphia.

Test made by Bulkley's Lumber Dryer, of two pieces of black Walnut inch boards, one 17 inches wide, about half dry, shrank 7-16 inch in width; one 19 inches wide, as dry as it could be made, shrunk ½ inch in width. In our opinion, this process takes more shrinkage out of the lumber than any other, and does not injure it.

Tests Made at the Shops of the Pennsylvania Central Railroad Company, Altoona, Pa.

In order to make a correct test of Bulkley's Patent Lumber Dryer the kiln was filled with cherry, ash, poplar, pine, oak and black walnut, and after drying forty hours the lumber came from the kiln perfectly seasoned.

The following kinds of lumber were weighed and gauged when put in the kiln and also when taken out:

A 2½ inch pine plank weighed in 78 lbs., weighed out 66 lbs., gauged in 17 3-16 inches, gauged out 16⅞.

A 1 inch ash plank weighed in 53 lbs., weighed out 49 lbs., gauged in 16½ inches, gauged out 16⅞.

A 2 inch black walnut plank weighed in 87 lbs., weighed out 76½ lbs.; gauged in 14¼ inches, gauged out 14⅛.

A 1¾ inch cherry board gauged in 16⅛ inches, gauged out 16⅛.

A piece of oak weighed in 148 lbs., weighed out 131 lbs.; gauged in 6¾ by 7 9-16 inches, gauged out 6¾ by 7 7-16.

A pine board perfectly green weighed in 50 lbs., weighed out 37½ lbs. and was only in the kiln twenty hours. The lumber came from the kiln ready to work.

The tests were perfectly satisfactory.

J. P. LYNAN, Superintendent Car Department.

JNO. P. LAIRD, Sup't Motive Power and Machinery.

The practical operation of Bulkley's Lumber Dryer has proven to be satisfactory, as set forth by the certificates of Mr. Laird and Mr. Lynan, Superintendents of Motive Power and Car Departments.

THOMAS A. SCOTT, Vice President.

From C. P. Allen,

Superintendent of Wood Work and Car Shops, Chicago, Burlington and Quincy Railroad, Aurora, Ill.

A thorough test was made at this shop of Bulkley's Patent Lumber Dryer. It has the qualities of thoroughly seasoning the lumber, safety from fire, small amount of fuel easily attended, and will dry the lumber in a short space of time. It is further due to the process to say that the lumber was dried in four days, using far less fuel per day than we had formerly used per day when the lumber was dried two to four weeks, and the lumber was more thoroughly seasoned than any we have dried heretofore, and that, too, without any checks.

From William Johnson,

Foreman New York Central Railroad Shops, Auburn, N. Y.

It has been a great help to us. I consider it the best mode of drying lumber now in use.

From S. J. Hays,

Superintendent of Machinery, Illinois Central Railroad.

The Dryer works satisfactorily. We have long needed, in addition to our other kilns, a kiln of this description. We think the process based upon the right principle—original construction.

J. M. DOWNING, Master Joiner.

C. L. WILLIS, Foreman.

L. A. TUBE, Quartermaster.

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