THE STORM.

MARINE DISASTERS—TOTAL WRECK OF THE STEAMER COMMODORE ON LONG ISLAND SOUND—THE PASSENGERS AND CREW SAVED—BUILDINGS UNROOFED AND BLOWN DOWN—THE RAILROADS BARRICADED BY SNOW DRIFTS.

A heavy westerly wind set in on Thursday afternoon, accompanied by a severe snow storm, which lasted until 7 o'clock. During the night the wind shifted around to the north west, increasing to a gale. Yesterday, during the entire day, it was clear and cold, the wind blowing very heavily from the same quarter, causing very low water in our rivers. The water was so low yesterday morning—it being four feet below the low water mark—that navigation was very difficult on all the ferries of the city, especially on the Hamilton-ave., South and Wall-st. ferries. Some of the boats, being of too great depth, could not enter their slips, and were compelled to run for the nearest and most convenient landing, causing much inconvenience to the passengers. There was very little damage done to the shipping in the Harbor. The bay was entirely cleared of sailing vessels during the day, they having secured berths at the docks. None of the Sound steamers had arrived up to a late hour last evening, it is supposed that they put into some of the bays along the Sound.

The steamer Commodore of the Stonington line, went ashore at an early hour yesterday morning at Horton's Point and became a complete wreck. She left this port on Thursday afternoon, bound for Stonington, with between 75 and 100 passengers and a considerable quantity of freight. When off Stratford the wind increased to a gale. The steamer weathered it until 10½ o'clock, when, off Cornfield Light ship, she was struck by a heavy sea on her starboard quarter, throwing her nearly on her beam ends. She became unmanageable, and floated in the trough of the sea at the mercy of the waves. Her smoke-stacks, guards, bulwarks and starboard coal bunkers were carried away, causing the utmost consternation among her passengers. By the utmost exertions of her officers and passengers she was kept afloat until morning, when she was beached near Horton's Point, about six miles from Southold Station, on the Long Island Railroad. Below we give the statements of two of the passengers, which are in some instances entirely contradictory, especially as to the condition of the boat.

The following is the statement of Mr. Palmer Treasurer of the Stonington and Providence Railroad:

We left New-York at the usual hour, the boat making good time until we were off Stratford, when the wind freshened considerably. When opposite New Haven, it was as much as the boat could do to make any headway. When near Cornfield Light a heavy sea struck her on the starboard quarter, carrying away her smoke-stacks, guards and bulwarks. She now became unmanageable, and floated in the trough of the sea. One of the baggage crates was swept overboard, and also a considerable quantity of freight. The passengers formed two lines to bail the water out of the lower cabin, which was kept up until the steamer was beached. No one seemed to think that the steamer would ever reach shore. As Capt. Curtis was passing me, I asked him what the chances were of our being saved. He answered ask me to-morrow. The officers were untiring in their efforts to keep the boat afloat. Several of the crew who refused to work were taken in hand by Mr. Prince, second mate, who, after admonishing to them in severe pounding they were brought to terms. Several of the stoves were upset, setting the decks on fire, the flames were extinguished before doing any damage. The flood tide was fast drifting us towards the Long Island shore. About 2 o'clock a. m. we sighted the shore and finally drifted into a little bay called the Harbanage, about two miles west of Horton Point Light. The anchor was now dropped in two fathoms of water, the boat swaying around with her head to the sea. At daylight the wind was still blowing violently and the boat leaking badly, and it was deemed advisable to beach her. Accordingly her anchor cables were slipped when her stern struck on the beach and the boat swung around bringing her starboard side to the beach. The boats were now launched and the passengers safely landed, most of them were submerged to their waists in water. Mr. Palmer states that the officers of the Commodore, consisting of Capt. Curtis, Captains Brown, and Monroe, Pilots, Mr. Batchelder, first mate, Mr. Baker, second mate, Capt. Boddington, Mr. Day, President of the Stonington and Providence Railroad and Mr. Noyes of the same Company, deserve the highest praise for the courageous manner in which they acted under such trying circumstances.

The following is the statement of James J. Duncan of Philadelphia:

We left New-York at 4 p. m. We were enjoying ourselves very well during the evening; most of the passengers retired about 10 o'clock p. m.; about 10½ o'clock, we were awakened by a crash, on getting out of my berth I observed water coming through the side of the hull. I placed my finger over the seam, and ascertained that it was considerably sprung. I dressed myself and went on deck; ascending to the upper cabin, I found the wash-basins, pitchers, and marble tables broken; several of the state-room doors had been broken open to obtain life-preservers; seizing a life-preserver, I went down on the main deck, and found everything in confusion; emigrants were on their knees praying; the freight was rolling about the deck, and the sea breaking over the boat; I then descended to the lower cabin again, and found that the water was flowing over the cabin floor. I went on the main deck and asked one of the officers if there was any danger, he replied no; that there was little chance of our ever leaving the ship. On going on deck, I observed that the smoke-stacks had been carried away. The sparks from the furnaces were flying about the cabin, causing an alarm of fire, which produced quite a panic among the ladies. The Captain ordered all the fires to be extinguished, which was immediately done to prevent the boat taking fire.

The boat was leaking very badly. The donkey-pump was out of order, and the passengers commenced working the bilge pumps. A passenger offered one of the crew $30 to go into the lower cabin and assist the passengers at bailing. The deck hand accepted the money and went below. The colored waiters also refused to work, they having procured life-preservers were seated about the stoves, trying to keep themselves warm. The officers did everything in their power to keep the boat afloat. The crew filled themselves with liquor from the barroom, most of them becoming helplessly drunk. By the constant exertions of the passengers, the vessel was kept afloat until she drifted into a small cove on the Long Island shore. Here she was anchored until morning, when she was beached and the passengers safely landed. After having landed, I saw some of the hog-fingers of the boat, and found that they were entirely rotten. I do not think that the boat was seaworthy, and think the owners culpable for allowing her to leave in such weather. The Old Colony and City of Boston, which left New-York on the same day and hour as the Commodore, reached their destination in safety.

The passengers of the Commodore reached this city yesterday afternoon, at 4 o'clock, by the Long Island cars.

The steamer State of Maine, which left Stonington for New-York, yesterday morning, at 4 o'clock a. m., put into New-London in consequence of the gale. She will probably leave this morning for New-York.

RETENTION OF THE AUSTRALASIAN IN THE LOWER BAY.

The steamship Australasian of the Cunard line, which was yesterday aground on the South-West Spit, is lying at anchor in the Horse Shoe, near Sandy Hook. She has not been ashore. She arrived on Thursday during the snow-storm, and anchored where she now lies. She will come to the city at high water to-day. The agent of the line went down yesterday on the tug Wm. Fletcher, but was unable to get on board owing to the heavy sea. The passengers and all on board are well.

SCHOONERS ASHORE AT SANDY HOOK.

The following schooners, which left this city just before the gale, bound south, are ashore inside of the Hook: The Magellan, with a cargo of guano, was bound to Savannah; the sea Breeze, with a general cargo, cleared for Rio; the N. B. T. Thompson, Capt. Foster, with a cargo of car-wheels, oats and hay, sailed for St. Mark's Florida. The Coast Wrecking Company have gone to their assistance.

IN THE CITY AND VICINITY.

There was considerable damage done to buildings in the upper part of the city during the severe gale of Thursday evening. A row of tenement houses in Harlem, on Alexander-ave., were entirely unroofed, receiving damages to the extent of $10,000. A stable attached to the Red House at Harlem was entirely demolished. The police report several buildings slightly damaged.

THE RAILROADS.

The Hudson River and Harlem Railroads trains were interrupted yesterday morning by the heavy snow-drifts, between Poughkeepsie and Albany. The 3.45 p. m. train from this city on Thursday afternoon, proceeded as far as Hudson, where it plunged into a snow-drift, and remained all night.

The Harlem Railroad was in much the same condition as the Hudson River road. The train which left Albany at 3 o'clock Thursday afternoon succeeded in reaching Boston Corners, where it remained all night. Last evening the tracks were reported all clear, and trains were running regularly.

THE STORM ALONG THE HUDSON.

DRIFTS ON THE RAILROAD—TRAINS LAID UP AND PASSENGERS DELAYED.

BY TELEGRAPH TO THE TRIBUNE.

ALBANY, Dec. 28.—The storm of yesterday and last night is the most severe we have had in this locality since 1856. The snow fell to the depth of 20 inches, and the wind blew a gale all night, creating immense drifts, in some places eight and ten feet in depth. The gale continues this morning, and new drifts are forming rapidly. Railroad communication is entirely suspended. The train due here on the Central Railroad at 4.30 yesterday afternoon, ran into a snow-drift at West Albany and could not be extricated. An effort was made to reach the train from this city. Six locomotives and two coaches were sent out but they could not proceed beyond the city bounds. A large gang of men were employed to shovel away the snow, but every effort proved futile. The gale was so terrific that the men were completely covered up in the drifts. During the night two other passenger trains and four or five freight trains succeeded in reaching West Albany, but could proceed no further. The snow was piled up higher than the locomotives, and all attempts to extricate them by shoveling proved useless. Early this morning two locomotives and two coaches were sent out to the relief of the snow-bound trains. After almost superhuman exertion success crowned their efforts, and the passengers who had been spending the night in the drifts of snow were released and brought to this city, pretty well chilled and with most voracious appetites. No trains have been sent out on any of the railroads since last evening, nor have any reached this city from any quarter. The drifts on the Boston road are said to be enormous. Along the Hudson River road are great embankments of snow, and several trains are snowed under. Nearly all the telegraphic wires between this city and Buffalo are down, and those that have withstood the storm work very badly. The storm is now raging with great severity at the West, accompanied by a heavy gale. The snow is drifting very badly, and railroad communication may be interrupted for some time. A dispatch from Syracuse says an eastward-bound train is imbedded in a large snow-drift.

TROY, N. Y., Dec. 28.—The severest snow storm experienced here since 1856 occurred yesterday and last night. About two feet of snow has fallen, and the streets are completely blockaded. No railroad train has reached the city since yesterday afternoon at 4 o'clock, and none have left since that time. Trains are snowed in on every road leading to the city. On the Troy and Boston Railroad two trains lay all night within two miles of the city, unable to get down. The snow was so deep that the passengers could not be reached by carriages, and had to remain all night. Supper and breakfast were served to them by the Railroad Company. Twelve engines are on the road between here and East Albany. A train on the Central Road left here yesterday noon for the West, with three locomotives. It has not yet been heard from. No other trains will leave the city to-day. The storm still continues and it is growing intensely cold.

HUDSON, N. Y., Dec. 28.—The storm of last night was the most severe ever known in this city. Every avenue to the city is blockaded. The Hudson and Berkshire Railroad is completely closed. Four passenger-cars on the Hudson River Road were blown from the track last evening, but without serious damage. Trees and fences in all directions were blown down. The damage done will be very great.

CENTRAL AND WESTERN NEW-YORK.

THE SNOW DRIFTING BADLY—DIFFICULTY ON THE RAILROADS.

BY TELEGRAPH TO THE N. Y. TRIBUNE.

ROCHESTER, Dec. 28.—There is a very heavy storm of wind here, without much snow. The wind blows the snow upon the tracks, interfering with the trains. The trains are running between this city and Buffalo, and also to Niagara Falls, with two or more engines to a train. The trains on the Auburn road are detained. One westward-bound train is snowed in at Cayuga. No train from Albany has arrived today. The way-trains from Syracuse came up this forenoon, nearly on time. There is not much prospect of trains being regular to-day. The mercury stood 12° above zero this morning.

BUFFALO, midnight.—Wind strong and blustering. Thermometer 18° above zero. The rails a dreadful storm between Hamburg and Dunkirk. The snow-drifts are from 5 to 12 feet deep in places. Hands have stopped work on the road until the storm abates.

Two freight trains collided this afternoon on the Niagara Falls road near Knowlesville. The two locomotives were smashed up and 16 cars were badly broken.

The Lake Shore Road is completely blocked to Dunkirk. Passengers from West bound East, are ferried at Dunkirk to the Erie Road. The Central Railroad sent out regular trains to-day. The through train from Schenectady has arrived. The road will be all right in a day or two.

The Erie Railroad is in a fair condition.

The trains on the Great Western Railroad are arriving and departing on time.

OSWEGO, Dec. 28.—A blinding snow storm, which commenced yesterday morning, continues to-day, with high wind from the northwest. The cars on the Rome, Watertown and Oswego roads are blocked up, and the train from Syracuse this morning was three hours behind time. No indications of an abatement of the storm.

SYRACUSE, Dec. 28.—Stormed hard all night, with a strong west wind. Over two feet of snow fell on a level. Still snowing hard.

AUBURN, Dec. 28.—Wind west and very boisterous. Snowing hard all day and drifting badly.

SUSPENSION BRIDGE, Dec. 28.—Very strong west wind. Snows a little. Cold and cloudy.

LOCKPORT, Dec. 28.—Very stormy and blustering. Snow drifting badly. Passenger trains on the Niagara Falls Division all on time.

CANADA.

TORONTO, Dec. 28.—The trains are not much delayed by the drifting snow. Double engines are employed when necessary. The snow is three feet deep on a level west of Stratford, on the Buffalo and Lake Huron Railroad.

GODERICH, C. W., Dec. 28.—A fearful snow storm has prevailed here for the last ten days. No trains have arrived since the 20th. The railway is completely blocked, and the storm is still raging.

QUEBEC, Dec. 28.—The wind blew a hurricane from the East last night. It is now snowing and drifting. The river is full of ice. Thermometer 32° above. Barometer 28·60.

PENNSYLVANIA.

MEADVILLE, PA., Dec. 28.—Snow has been falling here for 36 hours, and the average depth is about 20 inches. It is still snowing, and the snow is drifting badly.

THE GALE IN BOSTON.

The British ship Levanter, which sailed hence on Wednesday, was driven back by the gale, and anchored yesterday in Nantucket Roads. In the afternoon she dragged her anchor and went ashore on Long Island. It is hoped she will be got off without much damage.

Not much snow fell here last night, but the railroad trains are far behind time.

Very little snow has fallen in this vicinity. The wind continues fresh from the West. At sunset the thermometer stood 20°. At White River Junction, VERMONT, 18 inches of snow fell yesterday, and the storm seems to have extended over that State and portions of New-Hampshire.

DISASTERS.

BY TELEGRAPH TO THE TRIBUNE.

CHARLESTON STEAMER ASHORE.

CHARLESTON, Dec. 27.—The steamship Emily B. Souder, which left here for New-York last evening, went ashore on Rattlesnake Shoals. It was at first thought she would prove a total loss, but she was got off without much injury and is now coming up to the city. Her passengers had previously been brought here.

THE WRECK OF THE SHIP RANGOON.

FORTRESS MONROE, Dec. 27.—Vessels arriving report a strong southerly gale on last night. The situation of the ship Rangoon ashore must have been serious. Wind fresh westward all day, and being off land, wreckers may succeed. No further particulars received.

SHIP ASHORE NEAR SAN FRANCISCO.

SAN FRANCISCO, Dec. 28.—The ship reported in distress yesterday off Half Moon Bay proved to be the Prussian bark Forget-me-not, from Rio de Janeiro, with a part cargo. The ship Carlyle was considered at that port. The Captain was unacquainted with the coast, and, as a matter of precaution, fired guns and lay off waiting for a pilot. The Forget-me-not was towed safely in port by the Goliah.

SCHOONER WRECKED ON THE FLORIDA COAST.

AUGUSTA, GA., Dec. 28.—*The Examiner* reports that the schooner Spy, Capt. Perkins, soon after leaving Jacksonville for Havana, sprung a leak, and afterward struck on the north shoal of St. Augustine bar, where she became a total wreck. The schooner had on board a cargo of lumber, which would probably be lost with the vessel.

THE SHIP LEVANTER ASHORE.

BOSTON, Dec. 28.—The British ship Levanter, for New-York, encountered the gale yesterday off Highland Light, and put back and anchored in Nantucket Roads, where she dragged her anchors and struck on the south side of Long Island. There she remains this morning, but will probably come off at high tide to-day, having apparently sustained no damage thus far.

The gale was severe last night, accompanied by snow-squalls, but up to the hour of noon to-day no serious damage to shipping has been reported.

The brigs Afton from Port-au-Prince and Gallatin from Mirasonne are below at anchor in the Roads.

SANDY HOOK, Dec. 28.—The schooner Magellan, bound to Savannah, and another schooner, bound to Rio Janeiro, are two of the schooners before reported ashore near the Hook. The name of the third cannot yet be made out.

ON THE NEW-ENGLAND COAST.

HOLMES'S HOLE, Dec. 28.—The bark Sultiote of Belfast, from Miraosone for Boston, dragged her anchors last night, and was towed into Edgartown to-day by steamer Monohansett, with loss of rudder and bowsprit.

An unknown bark is in Tarpaulin Cove, with loss of mainmast.

WRECK OF AN UNKNOWN VESSEL.

HOLMES'S HOLE, Dec. 28.—The stern of a vessel has drifted ashore on the northern side of the Vineyard, with Boston on it.

THE WEATHER.

BALTIMORE, Md.—Wind, a gale from the north-west, thermometer 20°.

Washington, D. C.—Wind north-west, a gale, thermometer 28°.

RICHMOND, Va.—Wind north-west, clear, thermometer 18°.

CINCINNATI.—The weather is very cold.

BALTIMORE, Dec. 28.—The weather is moderating and clear. Thermometer 29°.

FORTRESS MONROE.—A strong north-west gale sprung up late yesterday; thermometer kept falling all night. The cold is still more intense to-night. The James River is closed down to City Point, and ice is rapidly forming in the Elizabeth River.

BOARD OF EDUCATION.

FINAL SESSION OF THE YEAR—THE ANNUAL REPORT OF THE FINANCE COMMITTEE, &C., &C.

The final session of the Board of Education for the current year was held last evening, the President, James M. McLean, esq., in the chair.

Commissioner VANCE, Chairman of the Finance Committee presented the following Annual Report of the Committee:

To the Board of Education.

The Finance Committee present herewith the usual report relative to the School Fund and the details of its disposal, under the resolutions and By-Laws of the Board, with succinct statements of the accounts showing the operations of the Board for the year in its financial department. It will be seen, by an examination of these figures, that the payments for the salaries of the regular teachers in the Ward Schools exceed the amount paid in 1865, $34,000; the salaries of the teachers in the Colored Schools, upward of $5,600; the salaries of janitors, nearly $15,000; the incidental expenses of the Wards, $29,000—all bills presented on their account, properly audited, having been promptly paid, as well as all other claims, and that the obligations of the Board at the commencement of the year, amounting to $203,471 69, have been entirely liquidated or provided for, while there remains a surplus of about $30,000 to the credit of the Board, after providing for all anticipated appropriations for repairs, heating buildings, furniture, &c. This condition of the finances is certainly highly satisfactory, not only because it removes the money annoyances arising from the want of funds to meet promptly all the legitimate demands upon the Board, but from the assurances which it presents to the friends of public education especially and to the general public, of the care and general economy with which the affairs of the school system are managed. Such results as these have not been reached in many years. Two buildings—one grammar and one primary—have been in the course of erection and are nearly completed, and many of our school buildings have been thoroughly repaired, painted, and furnishing one almost entirely rebuilt, and your Committee think they are generally in as good condition as at any previous time. Your Committee suggest that this favorable result of the year's operations may be mainly attributable to the operation of the by-law requiring all propositions for appropriations to be reported upon by this Committee, which has been strengthened in its effect by the careful consideration of the proposal done by the Committee having them in charge before submitting them to the Board, to the support which the Board has given to all the suggestions of the Committee, and to the faithfulness and ability shown by the officers of the Board in the performance of their several duties and the realization of the responsibility under which they act.

Respectively submitted,

L. S. H. VANCE, HENRY T. WEST, RICHARD WARREN, T. BRENNAN, WILSON SMALL, } Finance Committee.

FINANCIAL STATEMENT FOR 1866.

Receipts—The School Fund	$1,454,327 54
Payments for warrants issued to date viz.:	
Chamberlain—Overdraft on warrants in 1865	79,409 11
Payments on special appropriations $76,061 86	
Payments on special through shop-work 17,818 00	
	222,879 86
Payments on piano appropriations	3,000 00
Salaries of teachers in ward schools	1,303,068 64
Salaries of janitors in ward schools	69,604 13
Incidental expenses of ward schools, including incl. $17,403 91	159,811 06
Free Academy—Salaries, &c., to May 1	33,853 89
Repairs of Free Academy to May 1	856 45
Normal School—Salaries, &c	5,410 51
Depository supplies	122,383 21
Repairs, through shop $32,576 72	
Less charged special appropriation 17,818 00	
	14,758 72
Evening Schools—Salaries $65,132 73	
Gas fixtures, &c 8,594 41	
	73,727 14
Corporate schools	37,872 74
Rents of school premises	24,289 80
Salaries of superintendents, officers and clerks	49,807 21
Incidental expenses of board of Education	28,367 [illegible]
Colored schools through the committee[illegible]	
Salaries $19,918 82	
Sundries 2,258 52	
	22,174 54
Gas for ward and evening schools	15,826 16
Total payments to date	$2,339,111 52

The report was received, and ordered to be printed in document form.

Commissioner Landon presented a report from the Committee on Sites and New Schools in favor of appropriating a sum not to exceed $20,000 for the purpose of purchasing four lots in the Twenty-second Ward for sites for new schools. The report was adopted.

A report was received from the Committee on Teachers, to whom were referred the applications of teachers for an increase of salaries. The report states that the financial condition of the Board does not warrant the increase sought for. Attached to the report is a recommendation establishing salaries as follows: Male vice-principals, $2,000 per annum; male assistant teachers, $1,400 per annum; female teachers in primary schools, $500 per annum. The report concludes: "And the several local boards shall not pay any teacher a sum less than $400 per annum." The report was adopted.

Commissioner VANCE, in connection with the above report said it was necessary, in order to secure proper efficiency in the public school system, to make the salaries of teachers sufficiently large to command the services of competent persons, and he therefore offered a resolution, which was adopted, appointing the officers of the Board a committee to request the Legislature to increase the allowance made for each pupil in actual attendance upon the schools. The present allowance is $8 per capita, and the resolution provides that the increase shall not exceed $3 additional.

A resolution was adopted appropriating $500 for a portrait of the President of the Board, James M. McLean, esq.

After passing the usual complimentary resolutions to the various officers of the Board, a motion to adjourn *sine die* prevailed.

UNION ASSOCIATION PRIMARY ELECTIONS.

The primary elections of a number of the Union Associations in this city and in the County of Kings were held last evening, and officers of the Associations, members of the Executive Committee and delegates to the General Committee were elected.

NEW-YORK.

The following is a list of the officers and delegates chosen in the several Assembly Districts of this city:

FIRST ASSEMBLY DISTRICT.—President, Miles Stookey. Vice-Presidents, John Robinson, William O'Brien. Secretaries, Thomas J. Cumming, James D. McGowan. Treasurer, Henry Smith. Delegates to the General Committee, John M. Costa, C. M. Tuthill, A. Jackson Plumb, David H. Printup, William Buckley. Executive Committee, Joseph D. Costa, Chairman; Hugh McCleary, Edward Welsh, M. C. Fordham, Edward Byrnes, Hugh McGinty, John Hickey, Jeremiah Conley, John Fitzgerald, William Arents.

SECOND ASSEMBLY DISTRICT.—President, Garrett Bell; Vice-Presidents, Thos. Metcalfe, C. H. Burrell. Secretaries, Jacob Aarons, Geo. W. B. Goodwin. Treasurer, E. A. Nichols. Delegates to the General Committee—P. C. Van Wyck, Moses Rodenbaus, Mark Lanigan, Geo. M. Rea, William Thwaite. Executive Committee, Fourth Ward—J. Roach, Thomas Short, George Dykeman, A. Tirkner, John Welsh. Sixth Ward—Owen O'Connell, M. N. Jones, V. Lecounte, George Williams, P. V. R. Van Wyck.

FIFTH ASSEMBLY DISTRICT.—President—John Ryan. Vice-Presidents—Daniel Mooney, Thomas H. Smith. Recording Secretary—William Millbrett. Corresponding Secretary—Edward Halleck. Treasurer—Daniel R. Davis. Members of General Committee—Archibald Bradshaw, Henry Hopkinson, Robert Edwards, John Forshay, Edward Lescraft. Members of Executive Committee—Thos. Malone, Philip Stephenson, Edward Hackett, A. C. D. Oreville, George Creighton, Edward Earle, Charles A. Gimini, Theodore Lydecker, J. Chamberlain, Chas. Hundt.

SIXTH ASSEMBLY DISTRICT.—President—Benjamin Hutchitson. Vice-President—David P. Smith. Treasurer—Thomas Seddon. Secretaries—William R. Oliver, Thomas Y. Burns. Delegates to the General Committee—Henry A. Smith, William C. Coles, Joshua A. Healy, Thomas H. Kip, Francis Snyder. Executive Committee—John White, Edward C. Hoyt, John C. Smith, Isaac Wood, Alfred Clark, James Redmon, Daniel Loyack, Henry J. Freeland, Webster Spencer, Jacob Peppers, Edward Sopers, Charles Gibbie, Thomas O'Conner, Henry C. Place.

SEVENTH ASSEMBLY DISTRICT.—President, Edward Elsworth; Vice-Presidents, George E. Hill, James Marshall; Recording Secretary, Joseph H. Hansen; Corresponding Secretary, Herman G. Carter; Treasurer, Charles W. Gardner. Delegates to General Committee: William J. Coles, William Hepburn, J. Wilson Green, Erastus C. Benedict, Charles J. Livingston. Executive Committee: Archibald C. Longstreet, Robert W. Chapman, Joseph Walters, Joseph P. Ball, William J. Loutrell, John H. Conrard, George Timpson, Samuel Hepburn, George Duryee, William M. Allen, Henry Paulen, George W. Flood, George L. Condit, Stephen A. Pierce, Henry Leeds.

EIGHTH ASSEMBLY DISTRICT.—President, Geo. Donaldson; Vice-Presidents, Geo. W. Kirk, John Frank; Secretaries, Wm. S. W. Tuckerman, Chas. L. Keeler. Delegates to General Committee, David Miller, J. N. Lanthier, Reuben C. Mills, Thos. H. Oakley, Samuel F. Sweezey; Executive Committee, John M. Reagan, John Lewis, John E. Martin, James Jones, Edward H. Mahe, William Hoechel, John A. Herber, Frederick Gotz, Robert Lindsay, John Scheffmeyer, John P. Burrucker, Thomas C. Thornton.

NINTH ASSEMBLY DISTRICT.—President, Robert Beatty; Vice-Presidents, Daniel K. Pratt, Gilbert J. Hunter; Secretaries, Nelson B. Thayer, Geo. W. Jacques; Treasurer, H. Howard Cargill. Delegates to General Committee—John Keyser, George Starr, William H. Godney, James W. Farr, William H. Allertson. Executive Committee—Jesse Travis, James Nicholls, George W. Rogers, Abm. E. Doter, Wash. Leavcraft, Robt. B. Carpenter, Joseph P. Sandell, John W. Belster, Warren W. Whitney, John Campbell, Henry Wilson, Jeremiah Farnham, Tobias Lawrence, Jesse Shea, Abraham W. Fields, S. W. Ludlow, John B. Allen, George S. Hale, David S. Wendell, Edwin B. Spears, Alfred Searing, John W. Earl, William Squires, George A. Howard, C. P. Rudsall, Andrew Owens, Robert Wright, Oscar Requa, Robert Peterson, jr., Rodney Mason, Joseph Souder, John Travis, DeWitt C. Clark, Peter Rock, A. B. Lawton, David Dunham, George B. Deane, Alonzo Mason, Charles H. Smith, William Harrison, Archibald Hazard, S. L. Macomber.

ELEVENTH ASSEMBLY DISTRICT.—Delegates to General Committee—F. Debold Smith, David M. Swarts, Anthony J. Bleecker, Thomas E. Smith, James McAlee. President, John I. Deen. Vice-Presidents—Knox McAlee, John J. Robinson. Secretaries—Thomas G. Seeley, John Gourley. Treasurer, James C. Gulick. Executive Committee—John Graham, William M. Bliss, Charles W. Wate, Henry S. Weed, M. Kerr, Jacob Helm, William Osborn, Peter Miller, William Doyle, E. C. De Zeng.

TWELFTH ASSEMBLY DISTRICT.—President, Morris Fitzgerald; Vice-Presidents, John Farrat, J. C. Harrison; Recording Secretary, B. J. Fitzpatrick; Corresponding Secretary, John Akins; Treasurer, Daniel Merritt. Delegates to General Committee, Seaman Johnson, Lewis Jones, Mark Brown, Wm. Boardman, Lewis H. Watt; Executive Committee, Lewis Ash, Wm. Gayler, Wm. Vandevort, Robt. Gray, Chas. Schunk, James Odell, John Sliger, William Wall, Clement Watts, Alex. Perry.

FIFTEENTH ASSEMBLY DISTRICT.—Delegates to the General Committee—James Kelly, W. H. Morris, A. J. Bleecker, Dr. Blasdell, J. F. Gaty. President, Wm. Atkinson. Vice-Presidents—Solomon Birdsall, James Mitchell. Secretaries—John Hanna, Wm. McKinley. Treasurer, David Birdsall. Executive Committee—Charles Atkinson, John Wagner, James Patterson, Thomas Behan, George Hall, L. L. Moore, John Green, Oliver Taylor, Robert Paterson, Wm. Fowler.

EIGHTEENTH ASSEMBLY DISTRICT.—President, Robert P. Duncan; First Vice-President, Edward S. Lawson, A. L. Johnson; Recording Secretary, George B. Offord; Corresponding Secretary, Wm. H. Grogan. Treasurer, John J. Shubery. Delegates to the General Committee, Thos. Murphy, Thos. B. Asten, Edward C. Johnson, Jas. H. Welsh, Hamilton Murray. Executive Committee, S. A. Cluny, Geo. Copland, Wm. H. Bulger, Wm. Regan, Robt. Hunt, John T. Wilson, John T. McGovern, John T. Mesdelle, Dennis Wood, Wm. Weldon.

TWENTIETH ASSEMBLY DISTRICT.—President, James B. Depew; First Vice-President, James Grant; Second Vice-President, Alfred Regan. Secretary, John Cooper, jr.; Corresponding Secretary, M. L. Rooney; Treasurer, Wm. S. Carr; General Committee—Abram Wakeman, Wm. H. Richards, Geo. B. Van Brunt, Jas. R. Davies, Wm. D. Swart; Sergeant-at-Arms, Frederick Stankleder. Executive Committee—A. S. Fell, S. I. Cambell, Henry I. Decker, Samuel Garrison, Wm. Dunham, Samuel Mellside, John Stewart, Alsab A. Reeves, John Quinn, A. L. Lewis.

BROOKLYN.

The following is a list of the delegates elected last evening to the Union General Committee from Kings County:

First Ward—Probably, J. R. Dow, L. Bennet, F. Cary, B. Haskell and D. Ward. The election of this ticket is contested by M. C. Fort, S. Brower, J. Fowler, L. Lewis and D. Ward. Second Ward—J. Hasley, R. Austin, G. M. Smith, G. Williams and J. A. Jones. Third Ward—H. N. Hull, A. S. Thorn, S. Sanderson, W. Lowry and L. Cook. Fourth Ward—J. Reeves, J. J. Jackson, J. Lowry, F. W. Voorhies and E. Hudnut. Fifth Ward—J. Taylor, W. Coburn, F. Whitney, F. W. Kenyon, L. McMahon, W. Colt and W. H. Berger. Seventh Ward—E. L. Roberts, O. De Revere, H. Bergen, J. Hickey, G. H. Fairchild and J. R. Allbee. Eighth Ward—E. F. Dutcher, William H. N. Calhoun, J. A. Van Brunt, J. Woodward and R. Finlay. Ninth Ward—G. F. Knight, D. Edwards, F. H. Flaven, G. H. Davenport and J. Wells. Tenth Ward—D. B. Hasbrouck, T. Sweney, J. T. Norton, E. H. Chittenden and E. O. Anderson. Eleventh Ward—S. H. Roberts, E. B. Fowler, W. Stewart, F. L. Sanderson and E. M. Roberts. Twelfth Ward—C. M. Fish, W. H. Burnside, G. Hamilton and T. Stapleton and J. Johnson. Thirteenth Ward—W. H. Leycraft, D. Northup, J. R. Thomas, C. L. Johnson, J. Buckman, jr. Sixteenth Ward—J. Werth, R. Rodd, J. Rosengarten, M. Delaney and J. Ball. Seventeenth Ward—J. Moore, J. L. Jessen, R. J. Carpenter, W. Penney and P. Myers. Eighteenth Ward—E. Dawson, S. L. Carlisle, S. L. Casey, D. Lovett and J. A. Roberts. Flatbush—H. Vanderveer, J. D. Rudolph, P. J. Vanderveer, G. Hamilton and J. Smith.

Officers of the various Ward Associations were also elected.

CITY NEWS.

POISONOUS BREAD.—We are told that some of our citizens who have occasion frequently to take their meals at public dining-rooms, recently found the bread furnished them was made of unsound, musty flour. The waiter was told that their baker had served them with bad bread, made of very musty, bad flour. He replied that the bread was all made in the house, of the best flour they could obtain. The proprietor was then told that his meat was good, but that his bread was musty, offensively so, and made of very bad, unsound flour. He admitted that it was musty, and said he had bought it for the best of flour, and had paid $16 a barrel for it, and that he had laid in some 25 barrels of it, which he must return to the vendor. The proprietor added that he knew of no other test for the quality of the flour than by baking it, and regretted that there was no lawful and reliable inspector to protect himself and his customers from such impositions. This is an apt illustration of the modern Corn Exchange doctrine, abolishing lawful inspections, and allowing every miller, dealer, and broker to become his own inspector, and send forth his poisonous mixtures under anonymous names—under any name but his own.

THE EIGHT-HOUR MOVEMENT.—Mr. R. Trevallie, an orator from the West, spoke two hours and a half last evening before about 600 carpenters and joiners who had assembled in the hall attached to the Masonic Hall building, in Thirteenth-st., his subject being, "Eight Hours a Day a Legal Day's Labor. He urged his hearers to become members of trades organizations, and as an inducement mentioned the fact that the plasterers, who had a strong organization, are receiving $4.50 a day, while the carpenters, whose society is weak in respect of numbers, can get only $3.50 a day. He asserted that a reduction of the hours of labor would not necessarily reduce production, nor need it reduce the wages of the workmen; and in support of this assertion he quoted British and other statistics. The shipwrights and caulkers of New-York might have won in their strike if they had had a National Union; for then they would not have struck until they could have made the movement general from Maine to Florida. The iron-molders struck, and the employers threatened to close their foundries; but the molders courageously started a foundery for themselves, and since that time they have canceled a debt of $5,000, and to-day they have a surplus of from $400 to $500 each. Mr. Trevallie bade his hearers forget their politics for men who will legislate for laboring men. The resolutions, which were read by Mr. G. J. Taylor, declare the interests of labor and capital to be identical. After the speaker of the evening had closed, Mr. William Shaw, President of the National Carpenters' and Joiners' Union, spoke briefly, urging the claims of the Eight-Hour League.

[Announcements.]

THE PHRENOLOGICAL JOURNAL FOR JANUARY, 1867, begins a New Volume, and contains graphic Sketches and excellent Portraits of Ristori, the Tragedienne; "Tom" Hughes, the great English Reformer; "Father Prout," the great Journalist and others. Also, Education, by John Neal; Two Careers of Womanhood, with Portraits of the Good and the Bad; Our Neighbor, by Mrs. Wylie; Ethnology, or the Aboriginal Graphic Systems, by E. G. Squier; The Heavenly Chronometers, and much other instructive reading. Only 20 cents, or $2 a year. Now is the time to subscribe. Address FOWLER & WELLS, No. 389 Broadway, New-York.

A PARAGRAPH TO LAUGH AT.—"Be happy, and live within your means, even if you have to borrow the money to do it." Is the sage advice of Artemus Ward. Perhaps the same humorist is the author of the witty conundrum,

"When is a man over head and ears in debt?"

"When he is wearing a hat not paid for."

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"IMMORTALITY THE PORTION OF THE REDEEMED AND REGENERATED ALONE."—Dr. MORRIS of Philadelphia will preach on the above subject at University Buildings, Washington-square, at ¾ o'clock. Seats free.

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