THE NEW YORK HERALD.

WHOLE NO. 7071. MORNING EDITION—TUESDAY, JANUARY 8, 1856. PRICE TWO CENTS.

NEW YORK AFTER A SNOW STORM.

THE GREAT BLOCKADE RAISED.

THE CARNIVAL ON BROADWAY.

Inconveniences of Pedestrians — Street Scenes—Young New York Jubilant—No Church when it Storms—Modesty of Livery Stable Keepers—Grand Sleigh Ride of the St. Nicholas People—Down with the Banks —Disasters — Railways Blocked Up — The Mails Stopped, &c., &c.

Numerous persons having been put to serious inconvenience by the great storm of Saturday last, have since indulged in severe remarks as to the terrible state of things which it created on this island, and "which grow not much better very fast." Large numbers of fathers of families, busily engaged in excavations on Sunday, supposed that everybody else was likewise employed in digging himself out; but this impression proved fallacious, and many people found it impossible to get down town early on Monday morning. If one could have taken a bird's-eye view of this city on Sunday morning, at sunrise, the scene would have been splendid. The entire surface of the island was covered with a snow blanket, varying in depth from eighteen inches to four or five feet, and glistering like myriads of diamonds. This wicked city had a pure white robe, and looked like an immense bridal cake, although no confectioner could have frosted it so nicely. It looked like a new born infant—robed in innocence, lace and linen cambric.

New York sits up very late on Saturday night, and does not get up very early on Sunday morning. On that morning, too, New York lost its milk, and in some districts its newspaper. New York could manage a foreign war, an earthquake, an election, the advent of another Kossuth, or any other great public calamity; but New York was crushed by a snow storm, which stopped its city cars, spoilt its coffee, and tabooed its newspapers. After a while, in the up town streets, certain bold spirits, chiefly old New Englanders, (where the whole town turns out sometimes to clear a path to the schoolhouse,) went forth and amused themselves by clearing the snow from their sidewalks. Very few people ventured to go to church in the morning. Several of the ultra fashionable churches suspended services altogether, the delicate pastors being only fair weather soldiers in the great Army of the Cross. Some few poor privates in the same glorious force plodded their way through the drifts, but had to return without their spiritual food. That is the misfortune of construing things literally. The sexton of an up town church gave as an excuse for no services, that the "principal people who belonged there", never came when it was bad weather; some few would always come, rain or shine, and he remained at the portal to tell them that they could not worship God in that place that day, because He had sent a storm, and the "principal people" preferred to stay at home and read novels. All of which shows the progress of the nineteenth century. The early Christians used to perform their religious duties. Their successors amuse themselves by going to church in fine weather.

It is a singular fact that while the people could not get out on Sunday to go to church, they found no difficulty in trotting fast horses, attached to all sorts of sleighs, up and down Broadway. That remarkable thoroughfare presented a lively scene in the afternoon. The avenues and side streets were quite deserted, and all the pedestrians made a straight line for Broadway. Walking was not an easy matter, but everybody seemed cheerful and happy, such is the exhilirating effect of snow on all man and womankind. The up town streets slumbered under their white blanket wrapped up in snow and respectability, while Broadway was first quiet, next animated, next merry, next rakish, next rowdy, next very noisy, next at a late hour drunk and disorderly. The character of Broadway—never very good—is particularly immoral in sleighing times. We generally have so little amusement of this kind, that young New York seems insane when the Russ pavement is snow covered. Young New York thereupon pushes horse flesh to the extreme of endurance, and realizes the assertion of the gentleman in the popular song whose "crab" (synonym for "horse" in some circles, more vigorous than polite) begun to fail, but who "got another mile out of him by a-twistin' of his tail."

The sleighing mania broke out at a very early hour on Sunday morning, and the livery stable keepers were up bright and early to enjoy it. They soon succeeded in letting all their vehicles at the most exorbitant terms. Our country friends will be surprised to learn that ten, fifteen and twenty dollars is the tariff for a short sleigh ride in New York. Such, however, is the fact. The sleighing on Sunday was chiefly confined to Broadway; and there being no other than pleasure vehicles in the street, the drivers of fancy teams had a splendid chance to show them off. There was every variety of vehicle, from the heavy four-in-hand, crowded with jolly fellows, down to the tiny thirty pound shell, with its fast driver, his terrier, and a horse, who, as his owner fondly believed, could go inside of three minutes, but who sometimes went outside the traces. "Chawles," who met with such a terrible accident on the Bloomingdale road last year, was out again, having been set up by his family surgeon. This young person, it will be remembered, was thrown from his cutter forty feet into a field adjoining the road leaving nothing but a bit of a segar to tell the sad story of his fate. By diligent search his fragments were discovered, and was able to participate in the present carnival.

Broadway became exhausted with its own dissipation at two or three o'clock yesterday morning, and had a couple of hours of quiet, when day broke and the business of the week commenced. The city cars could not run, and then was shown the utter helplessness of cits. We have had no such snow storm as this for ten years; and since that time some two hundred thousand people have moved up town. To get to their places of business they depend chiefly on the city rail cars, and when they stop everything stops. There was no resource yesterday morning but to walk, or take sixpence worth of a Broadway sleigh. Walking was attended with some difficulty, the crossings being like so many passes of Thermopylæ, where one female in the modern style of hooped petticoats might defend the street against a thousand men. The Broadway stage sleighs are lengthy, box like vehicles, with a hard bench on each side. They seem to have been contrived by some misanthropic person who desired to make all his fellow creatures as uncomfortable as possible. These instruments of torture were crowded yesterday with all sorts of people, who hung upon them with the tenacity of office holders, "who rarely die, and never resign." Some of them were drawn by six, some by eight horses, and the people who rode in them generally seemed to think it the greatest fun in the world. This was the strongest instance of the power of imagination that we have seen in many a day. Only one line of stages was running, and passengers who tried wheeling were assailed with infernal choruses from the rowdies in the sleighs.

To add to the enjoyment of quiet people, numerous young persons declined to proceed to the institutions of public instruction for which the Empire City is so justly celebrated, and scattered themselves at certain points, where they were entrenched by icy redoubts. From thence they proceeded to assail, with spherotes of snow and ice, unoffending passers-by. Gentlemen not fortunate in their equipages, or having but poor specimens of that noble animal the horse, were the especial objects of the assaults of these juvenile warriors, who, driven from one position by the police, soon established themselves in another. They—the "snow rollers"—were in the minority, and thought it funny; the majority—the "snow balled" —thought it was disgusting. We side with the majority, and call on the police to annihilate the minority.

As the day wore on, the appearance of Broadway changed. The people grew more merry—the sleighs still were crowded—elegant turnouts appeared—and gay parties dashed along *en route* for Burnham's, Wood Lawn, Jones' Wood or the High Bridge. So they will go until it is over, and numerous parties will be formed to come off two or three days ahead. We hear of a large party of one hundred ladies and gentlemen which is to go from the St. Nicholas Hotel on Wednesday afternoon. Our advice to our young friends is, to drive carefully, drink sparingly and particularly avoid camphene whiskey, which will be poured down the throats of the unsuspecting public in large quantities during the next two weeks, or while the sleighing lasts.

It seems now that we shall never get rid of the snow, which in a flat city like this, is a terrible nuisance. It can be abated to some extent, however, by levelling the high banks which now loom up on each side of the street. As for pavements, we don't expect to know them, if we ever should see them again. In looking over the papers for notices anent the weather, we came across the announcement that the Horticultural Society would have a meeting last evening. Considering the weather, it struck us as being funny. However, it will be all right in the spring. Meantime, as we have the snow, let us make the best of it; and while the wealthy enjoy the festivities incident to such weather, let them not forget the poor, who suffer intensely from it.

DETENTION OF THE MAILS.

From all parts of the country we hear of detentions of the mails, and it will be several days yet before the railroads are in good running order, as the snow is dry, and drifts on the tracks in such a manner as to prevent the cars from running with their usual speed. The Long Island trains do not expect to be running for a couple of weeks, as their track is particularly exposed to drifts—the centre of the island being very much exposed to the high winds from the Sound and ocean.

The following is an official statement of the time when the several trains were due since the storm, and the time when they actually arrived in the city:—

NORTHERN MAIL.

When Due.	*Arrived.*
9:30 P. M. Saturday.	4:50 P. M. Sunday.
9:30 P. M. Sunday.	9:10 A. M. Monday.
10:30 A. M. and 2 P. M, Monday.	Had not arrived at 3 P. M.

BOSTON VIA STONINGTON.

6 A. M. Sunday.	9:10 P. M. Sunday.

BOSTON VIA NEW HAVEN.

12 P. M. Saturday.	7:30 P. M. Sunday.
6 A. M. Monday.	Had not arrived at 3 P. M.

ERIE ROAD.

10:50 A. M. Sunday.	10:50 P. M. Sunday.

SOUTHERN, NEW JERSEY.

9:50 P. M. Saturday.	9 A. M. Sunday.
9:50 P. M. Sunday.	2:25 P. M. Sunday.
12 M. Monday.	Had not arrived at 3 P. M.

CAMDEN AND AMBOY.

7 P. M, Saturday.	10:45 A. M. Sunday.

NEW HAVEN.

10:30 A. M. Monday.	1:45 P. M. Monday.

From this it will be seen that the trains were seriously incommoded—those that run into this city particularly so—and it became necessary not only to clear away the snow, but also take it from the street, in obedience to the requirement of Mayor Wood, and this was an expense they do not wish to incur. The New Haven train consequently has to stop at Harlem, and the Hudson River Railroad train at Thirty-second street. It is not probable that the Harlem road will be open for some days to come. The Hudson River had three trains yesterday, all of which made tolerable time. The Erie and the Southern mails are also in a state to be considered reliable until the next storm.

By reason of the late storm the steamers of the various Boston lines due here on Sunday morning (6th inst.) did not come in until yesterday (Monday.) The Commodore, of the Stonington line, arrived at 1 o'clock A. M., and the Empire State, from Fall River, at half-past 9 o'clock A. M. The Connecticut, due from Norwich, was held over till this (Tuesday) night, in consequence of the storm and subsequent detention of the cars on the road. The Commonwealth would bring her passengers and freight last night. They will then make their respective trips, as formerly.

We clip the following from the New Haven *Journal* of yesterday:—

It was reported here last night that the steamer Plymouth Rock, which went ashore at Gilt Island, a few days since, went to pieces Saturday night during the gale. We could not learn anything about it by telegraph. The steamer Traveller did not leave this city on Saturday night, on account of the storm, and the Elm City did not leave New York for the same reason. The Elm City came up yesterday noon, and the Traveller and Champion went down yesterday forenoon. The gale on the Sound is said to have been almost unprecedented.

The following despatch speaks for itself:—

PHILADELPHIA Jan. 6—5 P. M.

The Southern, Western and Eastern mails, due last night at 10 o'clock, did not reach our Post Office until 1½ P. M. to-day. The snow, which in many places on the track is three feet deep, has been the cause of detention, and were it not for the employment of some hundreds of hands to clear and make the roads passable, no communication could be made between the cities of New York, Philadelphia, Baltimore and Washington. The Delaware is clear of ice, and no obstruction is offered to navigation.

The following is the advertisement of the Hudson River Railroad Company:—

NOTICE.—In consequence of obstructions on the city track, passengers are requested to take the cars from Thirty-first street station until further notice.

M. L. SYKES, Jr., Supt.

All the Albany trains came through yesterday.

The track upon the new Jersey Railroad is clear, and last evening the trains departed regularly, and arrived with but little delay. The "Owl Train," due at Jersey City at five o'clock yesterday morning, did not arrive until afternoon, and was the last train which was seriously delayed. About 4,000 passengers—not including the Newark travel—passed over the road yesterday. The New York and Erie track is clear. The train due at five last evening, arrived at 6½ o'clock. The trains left on time, and those arriving were from half an hour to an hour only behind.

THE CITY RAILROADS—CONDITION OF THE CITY.

People who live up town and do business in the lower part of the city were seriously incommoded yesterday by the cars not running. The following order, addressed by the Mayor to the Chief of Police, was the cause of all the difficulty:—

SUNDAY AFTERNOON, Jan. 6, 1856.

SIR—The railroad companies shall not be permitted to throw the snow off their track, so as to make embankments which will impede the travel of vehicles.

Please give orders to every captain at once to this effect. This applies particularly to narrow streets.

TO THE CHIEF. FERNANDO WOOD, Mayor.

This order was immediately transmitted to the several police stations, and the men were instructed to prevent the employés of the companies from shovelling the snow to the sides of the tracks. The Eighth, Sixth and Third had already begun to do so, when the police stopped the progress of the work. As the expense of clearing the streets in the manner required by the above order would be very great, the companies during Sunday and part of yesterday maintained a "masterly inactivity" to the great inconvenience of those who are in the habit of using their conveyances.

By ten o'clock yesterday, the Second avenue cars managed to run down as far as Forty second street, but did not get any farther during the day.

The Third avenue cars were running down to Broome street by 2 P. M. and to-day, it is to be hoped, they will attempt to penetrate as far as the Park. Persons living on the northeast side of the city could reach down town by taking the Second avenue cars to Forty second street; then changing to the Third avenue car they might reach Broome street, where sleighs were in readiness to convey them to the Battery, should they desire to go there.

The Fourth Avenue Company made no effort to clear their track during the day, a remissness on their part the more censurable as the track is a short one, and the Mayor's mandate could not apply to their route, as it runs through wide avenues, and clearing the track would not encumber the street or render it impassable.

The Eighth Avenue track was partially cleared during the day, and by noon to-day the cars may be running. The police compel the workmen to shovel the snow in such a manner that it will not impede the progress of other vehicles.

The Sixth Avenue Company cleared their track in a similar manner as far as Carmine and Varick streets, where they were stopped, as the streets are narrow, and piling up the snow on each side would put a stop to all other vehicular travel. These companies are not permitted to use sleighs, and the few belonging to the omnibus lines that ran were densely packed. Many old and delicate persons and females, who did not fancy the riotous crowd that filled the sleighs, were compelled to walk to their homes. The strange lack of enterprise displayed by all these city railroad companies, in not providing proper accommodation for their patrons, cannot be too severely reprobated.

The city is in a very unpleasant condition for pedestrians. The streets look like the Arctic regions described by Dr. Kane. Tall cliffs of snow face the sidewalks, with gullies and ridges between. Even sleighs found the travel hard, as the snow is heavy, and the horses have as much as they can do to drag them along. Last night we saw several four horse sleighs dragging their "slow length along" in a most painful manner, and in the principal streets down town it was with difficulty they could progress at all.

In view of the practice of piling up the snow from the sidewalks and centre of the streets in the gutters, would it not be well for the authorities to pass an ordinance compelling house owners to level the snow, so that it would not form those hard ridges in the gutters, that often does not melt before spring, and keep the sidewalks a puddle for months? By levelling the snow so that it would cover the bare places, much inconvenience would be avoided. Will Mayor Wood and the Common Council give this matter their attention? The following has been issued:—

OFFICE COMMISSIONER OF STREETS AND LAMPS, NEW YORK, Jan. 6, 1856.

TO THE PUBLIC.—In consequence of the heavy snow storm of last evening, it will be impossible for the carts of this department to collect the ashes until the streets become passable for vehicles. All good citizens are therefore requested to keep their ashes in their yards or houses, and not throw them into the streets. You are also earnestly requested to clean off your sidewalks and gutters, in order to prevent an overflow in case of a sudden thaw. Yours respectfully,

J. E. EELING, Comm'r of Streets and Lamps.

P. S.—The carts will be put on as soon as practicable.

Now, it is all very well for our public officer to issue circulars to the public, and call on "good citizens" to do their duty, but it would be much better if the authorities would show a good example.

Now, the fact is, our citizens have been much more ready to do their duty than the authorities have been to perform theirs. Thousands of men were employed early on Sunday in clearing away the snow from the front of private residences, and the portion of the city travel most impeded is where the city authorities have jurisdiction. It was late yesterday afternoon before an attempt was made to clean the sidewalks around the Park, and it was certainly far from being well done. The other public squares, Madison, Tompkins, Union, Washington parade ground, &c., have not been touched at all by shovel or broom, and people are compelled to walk by them in Indian file one by one, and step in the snow drift, if any one is coming from a different direction. It would be well for the Department having charge of these places to attend to this immediately, and have the walks and crossings cleared in a proper manner.

A RAILROAD TRIP IN A SNOW STORM.

BURLINGTON, N. J., Jan. 6, 1856.

Detention of the Philadelphia Train—Cold Cars—Free Expression of Opinion Amongst the Passengers—Com. Stockton Ascertained to have been Present—Want of Hotel Accommodations—A Night on the Floor, &c., &c.

We have had a delectable time getting to Philadelphia. We left New York at six o'clock—the usual hour—last evening. At New Brunswick we were only seventeen minutes behind time. In starting from that station, some difficulty was experienced in getting the train in motion. After that, the resistance from the snow steadily increased. The storm was violent, a high wind, and the snow falling very fast. At Bordentown we took another locomotive, and with double power made better progress. At midnight we arrived at Burlington, eighteen miles from Camden, where we found the track encumbered by two other trains. One of them had run into the rear of the other, which had passed it only a few minutes before, but no damage of any account was done. A gentleman who resides near by says that the engineer of the train which ran into the one ahead of it had been discharged from the service of the company, and but just received back. These two trains could not stir, and the passengers sat waiting in the cars for a long time. I was in the ladies' car, and that was comfortably warm all the way. The passengers in the other cars complain bitterly of the want of fire. They suffered greatly with the cold. Curses upon the Camden and Amboy company fell about as fast and thick as the snow flakes. After a while we despaired of getting away before morning, and some of us made our way through the snow banks to a hotel. A sleigh was procured, and the ladies brought down. All the beds in the house were wanted for them, and a number were left who were obliged to occupy sofas in the parlor, while we, the rougher portion of humanity, had to choose between straight-backed chairs and the parlor floor. We inquired for other hotels, and were told there were three, but that the landlord of one had just lost his wife, and it would be impossible to get into the others in the night.

The circumstances of the company, which had begun in the cars, were continued without any abatement at the hotel. One indignant passenger who had proposed in the car that the stove, which was so inadequate to impart any heat, should be strung around Commodore Stockton's neck, started the tide of anathemas again in the sitting room. After a while we were greatly amused to learn from a Burlingtonian that the gallant Commodore had been sitting in the midst of us during the conversation.

With all the inconvenience and vexation, we have had a cheerful and hilarious company. The only man who has seemed absolutely out of humor is the barkeeper at the hotel, where dissatisfaction with such an untimely rush of custom has been pretty frequently and freely expressed to the unfortunate passengers.

Now, (at 10 o'clock A. M.,) we are just about starting. The snow here is about a foot deep on the level, and is very badly drifted.

PHILADELPHIA, Jan. 6, 1856.

The train which left New York at 6 o'clock last evening, arrived here at noon to-day—fourteen hours behind its time. B.

THE STORM ELSEWHERE.

THE STORM IN PHILADELPHIA.

[From the Philadelphia Ledger, Jan. 7.]

The storm which commenced on Saturday afternoon did not terminate till four o'clock on Sunday morning. The snow fell about fifteen inches on a level, but in the streets of the city it was piled up in places five or six feet high. Though yesterday was a day of rest, thousands of laborers turned out to clear the sidewalks, and in a few hours there was a busy rattling of shovels and brooms, from strong arms, working with a will. Wages were good and hands brisk; many a laborer earned the best day's wages received this winter. The snow hung in ledges over the roofs, and occasionally a mass of it, started by the sun's rays, would descend upon the sidewalks, to the imminent risk of knocking pedestrians down. The sleighing is excellent, and by to-day the roads will be pretty well broken, so that but little inconvenience will be experienced by housekeepers from the storm. If yesterday had been a day of business, the market and milkmen would not have been able to serve their customers. The lines of railroad were all impeded by the snow; not a single mail line, from any quarter, due on Saturday night, reached the city in the usual time.

THE STORM IN NEW JERSEY—DETENTION OF RAILROAD TRAINS.

[From the Newark Mercury, Jan. 7.]

Saturday was a cold, blustering, wintry day, and about noon a snow storm set in which lasted nearly through the night. It was one of your old fashioned snow storms, which left its mark in all sorts of fantastic shapes which the drifting wind could fashion. It was none of your wild moaning storms when the sough of wind swell up and down the street with an oppressive weight on the heart, but a cold and sharp wintry one, with the snow falling, not in flakes, but like a white mist, penetrating every crevice in the house. What a charm was there on Saturday night in the bright fire and in the blazing gas light, as the drifting snow piled itself up against the door or window!

And then on Sunday morn what a sight was there as the sunlight fell upon the scene! Nearly two feet of snow had fallen, but it was not equally distributed, and in some places huge mounds had suddenly arisen in the night. Some open spaces swept by the wind were utterly bare, but near these were almost impassable drifts where the coaxing snow had rested. There was but little ingress or egress in the early morn, but as the day progressed active hands were employed in shovelling the snow from the sidewalks, and a few sleighs in breaking a path through the streets. Still but few ventured out, and our churches were slimly attended.

The Philadelphia train on Saturday night, due here at 9 o'clock, did not reach the depot until near 11. It succeeded in getting within a mile of Jersey City, when it was compelled to stop, and the passengers were taken from thence in sleighs sent to their assistance from Jersey City, which place they reached about 3 o'clock A. M. The 10 o'clock train from this city on Saturday night made its usual trip down, but was compelled to lie over until 5 o'clock last evening, when it left Jersey City with two powerful locomotives and passed on through to Rahway, the track in the meantime having been cleared.

Two trains on the Erie road, due at Jersey City on Saturday night and yesterday morning, spent the day last in the snow about two miles west of the Bergen cut, but were finally dug out, and they reached Jersey City about 5 o'clock last evening. The passengers were well provided with fuel and provisions, and we learn passed the time very comfortably.

The 6 o'clock Philadelphia train from New York last evening left at the usual hour, and passed through this city, making good time. But little if any delay will take place between this and Jersey City to-day, and the trains will probably make their usual trips.

Some delay will probably occur on the Morris and Essex, and Central roads, but as great exertions have been made, we think the regular trips will be made.

THE STORM IN CONNECTICUT—SNOW DRIFTS FIFTEEN FEET HIGH.

[From the New Haven Journal, Jan. 7.]

We have been visited by one of the heaviest and most violent snow storms known to the earliest inhabitants. The snow commenced falling Saturday noon, and continued throughout the afternoon and night with unabated fury. There must be an average depth of at least eighteen inches or two feet, and the high wind which prevailed during its fall, has drifted the snow badly—in some instances piling it as high as fifteen feet. The streets yesterday morning were almost impassible, and but few persons dared to venture out. The churches, and some of them were not opened at all, generally were without attendants. We noticed several gas lights burning as late as 10 o'clock, A. M., the lighter having been unable to go around to extinguish them, on account of the great depth of snow. All the railroad tracks are blocked up, and travel is seriously impeded. The 4.30 P. M., train out of New York, which was due here about 8 o'clock Saturday night, did not arrive until yesterday afternoon, and those due here at an earlier hour, were five or six hours behind time. The 4.30 train had a severe time of it. Conductor Stock succeeded in pushing through as far as the drawbridge near Bridgeport, where the train brought up in a snow drift, and the engine could not budge another inch. Being unable to get back to Bridgeport, or to send word here for assistance, the train and those on board were obliged to remain over night with the snow piled up around them. There were but few passengers on board, including four or five ladies, who were made as comfortable as the circumstances would allow. In the morning a team succeeded in forcing its way from Bridgeport to the train, and the passengers were conveyed into the city, where breakfast was provided for them. After several hours of hard labor, the train was pushed back to Bridgeport, and about 11 o'clock took a fair start and came through to this city in about two hours, without accident. The down express train, Saturday night, had only reached Bridgeport at 11 o'clock at night—whether it succeeded in working its way through to New York we have not yet learned. Eight or ten locomotives were out all day yesterday clearing the snow from the tracks, and unless a high wind prevails to throw it back again, trains will be able to get through "after a fashion" some time to-day.

THE STORM IN BOSTON.

[From the Boston Bee, Jan. 7.]

We have at last got our "share" of snow. We don't believe there is a single person in the city who will not exclaim, in the language of another, "enough!" Our streets are embanked and drifted; house-tops bend with the weight upon them; trees, awnings, everything outdoors is packed with the wintry shower. At least "two feet on the average" is the mark put down by those who were "round" yesterday. That will do. Twenty-four inches in the narrow streets of a city is all that is necessary for sleighing. It is just as good as though steeple-top high. We don't see but that our people may now get up just as good sleighing as they like. Wear and tear the snow as fiercely as they please, there will be plenty more left. A tall bank lifts itself the whole length of State street to-day (Sunday), and we suppose almost every street in Boston has a like ornament.

The storm—a northeaster—was the severest for several years. It lasted some twenty hours, and was accompanied by a high and saucy wind. The result was that our streets yesterday were navigable with exceeding difficulty.

THE STORM THROUGHOUT THE COUNTRY.

WASHINGTON, Jan. 7,—P. M.

It is again snowing here. The road between here and Petersburg, and even south of that, is blocked with snow. Two trains are between Acquia creek and Fredericksburg. The Southern train has not arrived at Fredericksburg. The snow is six inches deep at Raleigh, and badly drifted. Thermometer at three o'clock 33 deg. above zero.

SALEM, N. J., Jan. 7, 1856.

The snow is a foot deep here. At 4 o'clock this morning, the thermometer stood at 4 deg. below zero.

BRIDGETON, N. J., Jan. 7, 1856.

Snow nine inches deep; thermometer 8 deg. below zero.

MILLVILLE, N. J., Jan. 7, 1856.

Snow a foot deep; mercury 5 deg. below zero.

TROY, N. Y., Jan. 7, 1856.

No New York mail has been received here since Saturday.

BUFFALO, Jan. 7, 1856.

The weather is moderate. It now snows finely. The trains have been delayed eastward.

CLEVELAND, Jan. 7, 1856.

Weather moderate; snowing briskly. Roads not obstructed.

CINCINNATI, Jan. 7, 1856.

A heavy snow has fallen here to-day, and still continues. The roads are in good condition as yet.

CHICAGO, Jan. 7, 1856.

It is very cold here. Considerable snow, but the roads are clear.

BOSTON, Jan. 7, 1856.

During the storm on Sunday morning, the bark Tammany and brig Emma, from New Orleans for Boston, dragged ashore at Holmes' Hole. They remain tight, but will have to discharge cargo.

BALTIMORE, Jan. 7, 1856.

The New York mail of Sunday arrived here at 7 o'clock this evening, and goes on in the morning. The Philadelphia mail of to-day is received.

PHILADELPHIA, Jan. 7, 1856.

It commenced snowing here again at nine o'clock this evening. The mail due from the west to-day, has not yet arrived. The mail from the West, of yesterday, was brought down in a sleigh from Morgan's Corner, and the mail for the West was sent the same way. All the other roads are open, and the mails are arriving and departing as usual

HARRISBURG, Jan. 7, 1856.

No train from Philadelphia to-day. Eleven Senators are absent, and it is supposed have been detained by the snow. A bare quorum only is present to transact business.

BOSTON, Jan. 7, 1856.

The railroads are being slowly relieved from the blockade of snow, but serious detention to trains still exists. The New York mail train of this morning, due here at 5 P. M., reached Springfield at 7, and will not probably arrive before morning. It is estimated that not less than five thousand people passed Saturday night in the cars within eighty miles of Boston.

The Weather.

TO THE EDITOR OF THE HERALD.

On Saturday at 12:30 snow commenced falling, and continued through the afternoon and night, and ceased at 6 A. M. of Sunday, 6th. The wind blew a gale from E. to N. E., which caused the snow to drift. As near as can be estimated, twenty-seven inches fell on a level. The wind blew the snow out of the gauge, so that it could not be measured in the ordinary way.

The following statement shows the highest and lowest temperatures each twenty four hours from 7 A. M. of Wednesday, 26th of December, to the same hour this morning:—

	Highest.	*Lowest.*		*Highest.*	*Lowest.*
Dec. 26...	38 deg.	17 deg.	Jan 1...	30 deg.	10 deg.
27...	32	12	2...	30	19
28...	10	20	3...	36	29
29...	25	16	4...	26	13
30...	18	18	5...	22	9
31...	26	16	6...	24	15
			7...	—	12*

*(At 4 to 7 A. M.)

On Wednesday at 5 A. M., the 26th of December, a rain storm of twenty hours duration terminated. At 6 o'clock a term of temperature *in equilibrio* for ten consecutive hours, at 34 deg., terminated. Within the next sixty minutes the temperature fell quickly seven degrees, when a cold cycle commenced and still continues. Its duration at 7 o'clock this morning, has been two hundred and eighty-eight consecutive hours, and will reach the 18th section of the great circle to-morrow at 10 A. M., and the entire circle of 360 hours will be completed at 7 A. M. of Thursday. There have been two perturbations within the cycle, viz.: on Saturday night, of 29th and 30th of December, when rain in a fine mist fell, from 10 P. M. of Saturday to 2 A. M. of Sunday—temperature from 25 to 27 degrees, or from nine to five degrees below the freezing point. It made ice on the north side of trees, buildings, fences, &c., and caused two of our north thermometer with a thin covering of transparent ice, that we could see through it as well as through the glass, and the ice had no more effect on the spirit and the mercury in the bulbs than so much extra glass covering. On Wednesday, January 2, rain commenced at 5 P. M., and continued till 3d, at 2 P. M.; one and one-tenth inch of an inch fell. The highest temperature during this perturbation was 36 degrees, and for nine hours, viz: from 10 A. M. to 6 P. M., the temperature rose above the line of the freezing point of Fahrenheit.

If we regard this rain as a termination of the cycle, when it had reached 10 A. M. of 3d, then the cycle had filled eighteen sections of the circle, and the present is another and different cycle, and commenced between 6 and 7 P. M. of 3d, and at 1 P. M. of, reached the eighth section of the circle and every succeeding term of twenty-two hours and thirty minutes from that time will present interesting points. All the cold cycles within the last ten years which have run 315 or 360 hours, have terminated in rain, and the cycles filling lesser (equal) portions of the great circle, have either terminated with rain or a bright glow from the north, which quickly melted the snow. The perturbations in the cycle, as well as the commencement and terminations, are connected with earthquakes. E. MERIAM.

BROOKLYN HEIGHTS, Monday, Jan. 7, 1855.

Marine Court.

JAN. 7.—Hon. A. R. Maynard, the newly elected Justice, opened the court, and called the calendar, this morning. The Justices have made the following order of business for the year 1856:—Two Judges will hear causes each day, and one will sit at chambers to hear motions, grant orders and take inquests, &c. This arrangement has been much wanted, and will give general satisfaction to the members of the bar, as it will tend to the speedy dispatch of the immense amount of business now before the court.

TRIAL TERMS.

January...Judges Maynard and Thompson.
February...Judges Thompson and McCarthy.
March...Judges McCarthy and Maynard.
April...Judges Maynard and Thompson.
May...Judges Thompson and McCarthy.
June...Judges McCarthy and Maynard.
July...Judges Thompson and Maynard.
August...Judges Maynard and McCarthy.
September...Judges McCarthy and Thompson.
October...Judges Thompson and Maynard.
November...Judges Maynard and McCarthy.
December...Judges McCarthy and Thompson.

SPECIAL TERM—CHAMBERS.

January	Judge McCarthy.	July	Judge McCarthy.
February	Judge Maynard.	August	Judge Thompson
March	Judge Thompson.	September	Judge Maynard.
April	Judge McCarthy.	October	Judge McCarthy.
May	Judge Maynard.	November	Judge Thompson.
June	Judge Thompson.	December	Judge Maynard.

A general term for the hearing of arguments on appeals and other business, will be held by the three Judges every Saturday, at 10 A. M.

Obituary.

REV. JOHN O. CHOULES, D. D.

This well known divine died in this city on Saturday last, at the residence of Mr. Nelson Robinson, where he was a guest at that time. Dr. Choules was a native of Bristol, England, and was about fifty-five years of age. He had resided in this country since his youth. He was a Baptist clergyman, and was first settled in Boston and next in this city. For the past few years he had been the pastor of a congregation at Newport, Rhode Island, where he was eminently popular. In addition to his clerical labors he directed a high school, and frequently contributed to the literature of the country. He accompanied Mr. Cornelius Vanderbilt on his cruise in the steam yacht North Star, and wrote its history. He was also the author of a charming description of Newport, which was extensively published two summers ago.

Dr. Choules had been spending the holidays in New York, and contracted a severe cold, subsequently followed by congestion of the lungs. His funeral took place yesterday, from the church of Rev. Mr. Williams, in Amity street, and his remains were removed to Newport for interment.

FROM WASHINGTON.

REPORTED REVOLUTION IN NICARAGUA.

Rumored Departure of General Walker.

PROCEEDINGS OF THE DEMOCRATIC CONVENTION.

&c., &c., &c.

OUR SPECIAL DESPATCHES.

THE NEWS FROM NICARAGUA—REBELLION AMONGST THE WALKER DYNASTY.

WASHINGTON, Jan. 7, 1856.

Mr. Marcoleta has very important news, the particulars of which will be forwarded to-morrow from Nicaragua. The substance of it is that there is a general uprising of the citizens against Walker. The principal men joined the opposition. Among them is a son of Rivas, and Rivas himself is virtually a mere prisoner of war in Walker's hands. The speedy overthrow of Walker is looked upon as the probable or certain result of the new movement.

ANOTHER DEMOCRATIC CAUCUS—RICHARDSON AND THE PLATFORM STILL SOUND—NO ADJOURNMENT OR RECESS TILL A SPEAKER IS ELECTED.

WASHINGTON, Jan. 7, 1856.

A caucus of the democrats was held in the Representative Hall this evening. The call was understood to be for the consideration of the plurality rule, and was strongly opposed by many members; yet forty-five met in caucus, and the Hon. G. W. Jones was called to the chair.

Gen. Quitman commenced the debate by urging either the plurality rule or a continuous ballot until an election should be effected.

Mr. Clingman, of North Carolina, who, it is understood, speaks for the administration, advocated the plurality rule, even should it result in Mr. Banks' election.

Mr. Smith, of Tennessee, contended that the House should organize. The administration could then take efficient action in relation to our foreign and domestic affairs. He urged the plurality rule.

Mr. Bocock, of Virginia, said he was opposed to deserting party organization or party resolutions. He opposed sectional organization here now, and he would point to the fact when he should hereafter oppose the election of a sectional President.

Mr. Barclay, of Pennsylvania, urged the adoption of the plurality rule.

Mr. Dowdell, of Alabama, was opposed to the plurality rule, but was willing to drop Mr. Richardson and take up any available democrat. He would never sacrifice principle.

Mr. Taylor, of Louisiana, opposed the plurality rule in an eloquent speech of fifteen minutes.

Here Mr. Richardson entered the hall, and begged to have his name withdrawn from the contest.

Mr. Letcher, of Virginia, would never vote for the plurality rule, should there be no organization during his Congressional term. That rule would place Mr. Banks in the chair.

Mr. Jewett, of Kentucky, said his district would ostracise him were he to vote for such a proposition; and the position of some gentlemen on it really alarmed him.

Mr. Stephens, of Georgia, said he attended the caucus as a friend of Mr. Richardson, and not as a democrat. He would vote for the plurality rule at a proper time, but for the present urged to continuous balloting.

Mr. Stewart, of Maryland, said the plurality rule would strike down the democratic platform, and he thought the caucus was ill-timed, as appearances were in favor of a dissolution of the Banks party.

Mr. Houston, of Alabama, thought the democrats would be chargeable with an abandonment of principles. The New York Legislature had adopted the same platform, and were now balloting in its defence. Banks' election would be followed by a successful opposition to the administration on every issue.

Mr. Cobb, of Georgia, said it was incumbent on them as a party and individually to do all in their power to effect an organization. But he was opposed to the plurality rule and in favor of the continued session.

Mr. Kelly, of New York, took the same grounds, and, after much animated discussion, the following resolution was unanimously adopted:—

Resolved, That we will adhere to our platform and nominees, and vote when the House next assembles, against all motions for a recess or to adjourn until a Speaker is elected.

It is believed that this resolution will effect an organization within a few days.

Mr. Banks' friends look upon the question as virtually settled now. The necessity of an organization is agreed upon, and Banks will be the man. E

THIRTY-FOURTH CONGRESS.

FIRST SESSION.

SENATE.

WASHINGTON, Jan. 7, 1856.

THE APPROPRIATION BILLS.

Mr. BROCKHEAD, (dem.) of Pa., called up his resolution directing the Committee on Finance to inquire into the expediency of reporting the general appropriation bills, or adopting more speedy action on them, to avoid the evils of night sessions at the close of each Congress, and the scenes which a sense of delicacy prevented him from describing. He was in favor of doubling the compensation of members to the shorter sessions.

Mr. CLAYTON, (K. N.) of Del., had no doubt of the power to originate these bills. Twenty-seven years ago the evil referred to was as great as now, no measures competent having been taken to arrest it.

Mr. Toombs, (whig) of Ga., did not think this the true remedy. The difficulty was occasioned by large numbers of amendments being tacked on to bills at a late period of the session.

The resolution was adopted, and the Senate adjourned to Thursday.

HOUSE OF REPRESENTATIVES.

WASHINGTON, Jan. 7, 1856.

THE SPEAKERSHIP.

The House proceeded to vote for Speaker.

NINETY-FIFTH BALLOT.

Banks	101	Richardson	73
Fuller	29	Pennington	6

Scattering 6. Necessary to a choice 108.

Three additional votes were taken. The last was as follows:—

NINETY-EIGHTH BALLOT.

For Mr. Banks... 99 For Mr. Richardson... 72
Mr. Fuller... 30 Mr. Pennington... 9
Scattering, 6. Necessary for a choice, 108.

During the proceedings an enlivening episode took place.

Mr. EVANS, (K. N.) of Ga., in defining the position of the American party in Louisiana, repudiated the eighth section of the Philadelphia platform, preferring that his right arm should wither rather than that he should be connected with any party whose purpose was to persecute or proscribe American Catholics