MATRIMONY IN THE AIR.

Marriage of Dr. John F. Boynton, of Syracuse, to Miss Mary West Jenkins, of St. Louis.

Appearance of the Bride and Bridegroom.

THE BRIDAL CAR AND ITS DECORATIONS.

The Ceremony and Departure on the Bridal Tour.

SIGHTS AND SCENES.

Landing and Return of the Bridal Party to the City.

&c. &c. &c.

Married in a balloon! Start not, ye fair ones to whom we have vowed eternal constancy. Nor you to whom our virgin heart is given fear that we have deceived you. Weep not ye who cease not to pour libations of love and admiration at our feet. It is not we who are married. Heavens forefend! We are still true to our vows, still faithful to her who holds our heart enthralled, still thirsting for the libations which youth and beauty offer to us. Satisfy yourselves of it. Trust to him who would sooner—imagine a simile—than deceive you.

Married in a balloon! How appropriate! how romantic! If "marriages be made in heaven," as we have heard ever since Father Adam espoused the blushing Eve, surely this, then, is the matrimonial apotheosis, the final deification of that sacred rite. "Oh, happy pair! oh, happy fair! oh, happy, happy swain," so Dryden wrote when such a thing as a balloon bridal was undreamed of and of course unsung. It remains then for us to compose a nuptial ode, an epithalmium, in honor of the wedded pair. Let us make the attempt:—

Methinks I see that rascal Cupid now,
Bursting with joy, as up the couple go;
As if his quiver, arrowless and void,
Lay flat and useless 'tween his rosy wings;
Or unstrung bow refused to bend again
Obedient to his will;
Or that his arm, from centuries of toil,
Helpless, unnerved and vigorless, the shaft,
To wing incompetent.
Absurdest thought! Then happy had we been
If out of reach of Love's unerring aim,
Bright eyes, sweet smiles and faces Venus like,
With voices as Apollo's silver lute,
Whose cadence e'en Orpheus' harp outsung,
Could all be met by us without a fear.
Oh, happy day ——
Oh, bosh!

THE SPECTATORS.

Yesterday it was well known throughout the city that the balloon bridal so long talked of was actually to take place. The Sixth avenue cars bore almost unheard of loads. Every one was bound Parkward, and all were for seeing the wedding. Professor Lowe and his assistants had been at work all the previous night getting things in readiness, and by the time the people commenced to pour in everything was prepared. As the afternoon advanced the amphitheatre began to get more and more crowded, while outside all was one black mass of people. The rocks in the Park were covered with anxious waiters for the departure of the bride on her heavenward tour. Among such numbers it would be strange if a diversity of opinion did not exist. A late importation from the "land 'o cakes" was discoursing about the matter to some countrymen of his. It is hardly necessary to say the occasion was a novel one for Sandy. The question was discussed at length as to where they where going, when the face of young Caledonia brightened up, and he exclaimed, "Why dinna ye ken, noo, they're gangin to Bonnie Scotland." His companions declared the "lad was fashed," but he burst out with "Sure aren't they gangin' into Ayer-shire." This sally was greeted with much laughter. A fine specimen of the genus "Fenian" standing by burst in with "Begorra, an' faix its mesilf that'll be affther thinkin its the Isle o' Shky they'll be strikin' acrass unbeknown to thimselves." Caledonia was nowhere, and Hibernia triumphed. An old man remarked that "Maybe his wife'll be blowin' him sky high soon enough, without his savin' her the trouble." The police force was increased in the neighborhood, and all was quiet again. Impatiently awaited the crowd the arrival of the bridal party, while the elections and such matters, sandwiched between sundry Bourbon whiskeys, were savagely devoured. The squatters in the neighborhood were in their glory. The high palings of the enclosure were not sufficient to keep them from witnessing everything; so they had turned out in full force. The roofs of those unmistakably Irish cabins were covered by the families who occupied them, "harrin' the pigs," who, left to themselves, snouted around after the manner of pigs in general. The policemen seemed to be on an aerial beat, and were watching some audacious burglar who had designs on the Virgin and the Scales. Pat, seated beside his pretty colleen, close to the chimney, took the opportunity to press her to name the day when the priest would say the word, while many a pair of more high born lovers whispered soft nonsense into each other's ears, blessing Professor Lowe for inaugurating so admirable and improved a ceremony. Photographic artists were on hand with their cameras immortalizing the wedding party and their vehicle, while artists from the illustrated papers sketched and sketched, as if life depended on the lines they drew. Everywhere was a pleasurable anticipation experienced which longed to be realized.

THE PLATFORM.

Awaiting the arrival of the wedding *cortège*, the eyes of the spectators, when not examining one another's dress and making comments, sought the platform, for the time changed into a cathedral. The balloon which was about to bear off the couple on their tour occupied the centre, swaying to and fro, as if anxious to be up and away. It shared the impatience of the crowd, and, though the proper time was not near at hand, it still evinced evident signs of uneasiness. Fortunate balloon! Soon was it to bear away from earth a newly wedded pair to worlds unknown. The door of the car faced Sixth avenue, and the approach to it was handsomely adorned. A row of evergreens on either side formed a passage, which at either end was terminated by a floral arch, from the top of each of which were suspended tassels of white and silver, forming the ends of a true lover's knot. The platform was carpeted to the edge, while round it rows of seats were arranged for privileged spectators. These seats were well filled by an assemblage of beauty and fashion, who watched the monstrous globe before them with the greatest interest. Sand bags attached to the ropes prevented it going off without bride or groom. The great object of attention for all, however, was

THE BRIDAL CAR.

From the balloon swelling above, as if to burst the seemingly slender net work which enclosed it, hung suspended the bridal car. This novel matrimonial adjunct presented a striking contrast to the modest basket which had done such good service since the advent of the balloon in this city. The aerial hymenial altar was well worthy the admiration which was bestowed on it by all. It is composed of wicker work, through which are interlaced the iron wires to the hooks of which the ropes of the balloon are attached. Its dimensions are six feet long by four and a half feet wide and two and a half feet deep. The bottom of the car is carpeted, while a cushioned seat, covered with rich green flowered satin, stretches round it, and is padded up to the edge. The cords from the concentrating ring are of alternately red, white and blue silk, wound round with colored cords and strapped with velvet. These cords are crossed by silken twisted ropes of red and green, thus making a network which combines great beauty with considerable strength. On the top a canopy of blue and silver damask covers the car, and reaches to within about six feet of the bottom, from which point handsome lace curtains are hung, the entire surrounded by the Stars and Stripes. These curtains are gathered together at the corners by silken cords and tassels of Union colors. The car itself is draped with heavy folds of crimson and gold damask, which contrast admirably with the other decorations. The curtains being drawn aside, a full view of the inmates of the car is enabled to be had. On one side a space is left, which forms the door, over which is suspended a heavy tassel of white and silver, while similar ones hang from each corner of the canopy. The appearance of the entire car yesterday was at once tasteful and elegant. It seldom happens that the marriage rite is celebrated in a car, and certainly if ever such a thing has previously taken place it is questionable if the car was so handsome a one. The car is able to sustain a weight of eight tons. It is scarcely probable, however, that it will ever be taxed so much. True, as a horrid man, with a "lean and hungry look," remarked, the *beau fils* may often ride in it. But before he could explain himself one of the guardians of our lives and properties intimated to him he was wanted, and happily removed him. He deserves to be sent to Blackwell's Island. The car will, on the return of the bridal party, be placed on exhibition, and only used on a repetition of such an auspicious event as that of yesterday. May each happy pair who enter ride over life's pathway as smoothly and uninterruptedly as it bore the bride and bridegroom yesterday.

THE ARRIVAL OF THE BRIDAL PARTY.

As the hour drew nigh at which the wedding was advertised to take place the excitement grew intense. Every pair seen moving in the direction of the platform who happened to be gaily attired was immediately taken for "the one," only to be discarded in a moment. Everything was ready for the wedding, but where are the bride and bridegroom? Surely no "ancient mariner" can have "fixed them with his eye," and forced them to listen to a weary recital of his strange adventures. They have not lost courage. The idea was a fearful one, and sent a thrill through the very bones of the curious spectators. A few said they knew it was a hoax; but at length, about half-past three o'clock, a carriage was seen rolling into the enclosure from the Fifth avenue entrance, and then another. A cheer rent the air from the plebeians, while the upper ten exquisites exclaimed "Aw bwavo!" but all were glad. Then was the rush and the crush, and the hurry and bustle to have the first view of the bride. From the first carriage several ladies alighted, none of whom, however, was the bride. In a few moments she did appear, and immediately a thousand eyes peered into her face as if each were a photographic camera lens and wanted to take a portrait. Curiosity was at its acme, and loud cheers greeted her appearance. Dr. Boynton, the bridegroom, accompanied her. A carpet had been laid to the outer edge of the platform, on which they proceeded towards the car. As they passed between the double row of evergreens young ladies in white silver-spangled dresses strewed flowers in their path. Over the floral arch a motto—remarkable for its simple meaning—was displayed. Two words only—"Ever thus"—and yet how suggestive! "Ever thus" might flowers their pathway strew in journeying through life. "Ever thus" might faces full of joy look gladly on the pair and smile approvingly on all their actions. "Ever thus," with beaming countenance, might bride and bridegroom live, and, looking love from one another's eyes, be happy. Many an inward wish echoed the mute letters which formed the motto, and hoped that thus it might always be.

Shortly before the bridal party entered the car the following lines were placed in our reporter's hands in some mysterious manner, probably by the author, George Cooper, whose flight of fancy almost equalled the flight of the balloon:—

THE WEDDING IN "HIGH" LIFE.

Bon voyage to you, buoyant pair!
Oh! may the sweetest Zephyrs bear
Your fairy car away.
To sing your praise a rhymer burns,
He wishes many proud "returns"
Of this high-mental day.

Among the clouds in splendor rolled,
All tinted with the sunlight's gold,
We see in fancy's glass
The rosy cherubs peeping out
To see what you may be about
And hail you as you pass.

May music of the spheres attend,
And o'er your way in raptures bleed
Until your flight is run.
The days of Solomon were slow;
Your airy honeymoon will show
What's new beneath the sun.

One story in mythology
From this need never doubted be;
You prove it by your loves;
For, as you sail from star to star,
Lo! Venus in her pearly car,
With gas in place of doves.

Prospero's wand be his who guides,
To rule the upper crystal tides;
And when your joyous faces
Approach once more our dull confines,
Your rhymer prays your anchor lines
May fall in pleasant places.

THE BRIDE.

As is usually the case, even in marriages on this sublunary planet of ours, the bride was the "observed of all observers," and, with justice we may add, the "altogether lovely." Many and various were the surmises as to her appearance and costume, and innumerable were the descriptions given by angel candidates for matrimony of what she would wear if fate should ordain their nuptials to be solemnized in a balloon. One declared her preference for sky blue, while another would have a rose colored, as being more in keeping with the complexion of Aurora, the sweet harbinger of the dawn. A cloudy muslin gained the votes of a large majority, altogether throwing into the shade those who suggested a robe black as night. Her appearance, too, was surmised upon—whether she had starlike eyes or a celestially inclined nose. One suggested a face like a full moon, intimating the propriety, under those circumstances, of the term bal-loonatic. This latterly was justly scouted by all well disposed persons. All surmise was put a stop to by the appearance of the veritable lady herself. Miss Mary West Jenkins is the daughter of the late Richard Jenkins, Esq., of Northampton, Virginia. While yet an infant she lost both parents, and was adopted by Mrs J. L. West, of St. Louis. She graduated at Monticello Seminary, Illinois, with considerable credit to herself, having been remarkable for her love of learning and consummate genius. Her *forte* was drawing and music, in both of which arts she has displayed great ability. She was yesterday dressed without much attempt at display, but yet with a good taste sufficient in itself to stamp her as a lady. Her dress was of the richest poplin of that peculiar and beautiful tint known as ashes of roses. It was handsomely trimmed with rich velvet a shade darker. Hat of silk the same shade, with gloves to match. Ornaments, Oriental pearl earrings and torquoise brooch. Miss Jenkins that was is about twenty-two years of age, in figure tall and commanding. Her complexion is fresh and clear, her eyes of a lustrous hazel, and hair of the silkiest brown contrasts finely with a neck of swanlike whiteness. The irrepressible waterfall was, as a necessity, present with all its magnitude, while that portion of her hair which was not contained in this cataract of splendor was frizzed over her forehead so as to bring out in bold relief a brow where intellectuality of a high order displayed itself. Without being what an ordinary observer would call beautiful, there is an inexpressibly sweet smile continually hovering about her lips, which gives to her face a sufficiently beautiful expression to class her among the fairest of Columbia's daughters. Though her dress was peculiar for a bride, it must be remembered it was rendered excusable by the circumstances connected with her marriage. To proceed on a wedding tour in gauze and tarleton, when that tour was to be taken in a balloon on a chill November day, would be at once unsuited and ridiculous.

THE BRIDEGROOM.

If the bride was so thoroughly canvassed by those present before her appearance the bridegroom was none the less so. Who was he? What was he like? Was he young, handsome and wealthy? were questions frequently heard asked and as frequently unanswered. Some would have it he was a major general, others an English lord under an alias, and a few asserted him to be one of the unsuccessful candidates for State honors. The ladies insisted on storing so romantically inclined an individual, and vowed they would make him their *beau ideal* of masculine excellence. They called him a "duck," a "darling," and similarly endearing names, which would have certainly made the intended bride jealous had she heard them. His courage, as well as that of his "choice," was lauded with all the eloquence of female vigor, while numberless were the fair creatures who sighed for such another to accompany them on their matrimonial journey. The gentlemen, as a matter of course, who had been rejected by their adored ones, pitied him. "The idea! of any fellah, you know, committing matrimony; why, it was regulaw suicide, *fellaw de se*, and all that sawt of thing, you know." All very well, if a furtive glance in the neighborhood of a certain dark eyed syren on the platform did not betray the fact that he would, if she were agreeable, gladly commit *"fellaw de se*, and all that sawt of thing, you know." Though the band did not perform "See the Conquering Hero Comes," when the lucky man appeared a satisfied look about his face at once denoted the intending Benedict. Dr. John F. Boynton is a man in the prime of life, whose appearance would lead one to imagine him possessed of considerable energy and an indomitable will. But for a merry twinkle about his keen gray eyes, few would imagine him capable of anything so romantic as a balloon bridal. Apparently retiring, one would think he would, if about to marry, seek out the most secluded of secluded churches, and, early in the morning, while every one else was in bed, plight his troth to her he loved, if he plighted it at all. There was, however, yesterday, something about him which plainly denoted that he was a man who cared little about public opinion; one who felt himself the possessor of an unblemished character, and feared not that the eyes of a few curious spectators could find a flaw in it. Dr. John F. Boynton is from Syracuse. He has graduated as a medical man, and can attach the two initials with justice to his name. He has been well known for the past eight or ten years as an able and talented lecturer on geology, for which science he has a particular liking. His lectures, both in this city and throughout the country, have been largely attended, and when the science of the rocks was yet in its infancy, and opposed on all sides by the upholders of religion, he adhered to the doctrines of Chalmers, Hugh Miller and others, who held that if God's Word be true the book of nature would coincide with it. In addition to this he has established for himself a high reputation as a practical surveyor, and has been frequently commissioned by the United States government to make reports as to the mining wealth of various tracts of country. He is, as has been said, in the prime of life, his face showing him to be a man of fine intellectual attainments. He was yesterday attired in a plain suit of black, which, though rather a sombre color for one about to enter the married state, still could not detract from the happy, complaisant look which generally attends one under similar circumstances.

On the platform, and composing a portion of the bridal party, were the Misses Zelinda J. and Susie Helen Boynton, daughters of Dr. Boynton, and Randolph H., his son. Miss Boynton is of very prepossessing appearance. She was dressed, as was Mrs. Boynton, without any regard for display. Her dress and bonnet were of blue silk, with a black velvet cloak. A great many gentlemen present would doubtless have risked their necks in fifty balloons if she and they were to be partners in a similar ceremony to that which they were about to witness.

THE CEREMONY.

At the time of the arrival of the bridal party there could scarcely have been less than six thousand persons present within the enclosure, while the outside ticket holders were legion. First Miss Jenkins lightly stepped into the car, followed by her lord and master, Dr. Boynton; the Misses Boynton followed, and last of all Professor Lowe. Owing to the impossibility of the Rev. Dr. Talmage to be present during the tour, the ceremony was performed before starting, and was as follows:—

"In Paradise, with God's own voice and hand, marriage was instituted, and the fiery sword which afterward stood at the portals of the garden did not hinder this ordinance from coming forth for the blessing and joy of the race. We wait with firmer step and stouter heart when there is another arm to lean upon, and the darkest night of the soul is bright if friendship and kindness and love throw their lights on our pathway. In this hour of gladness Oh! give thanks unto the Lord, for He is good, for His mercy endureth forever.'

"Let us pray.

"Oh! Thou Divine giver of the wedding in Cana of Galilee, grant Thy blessing; prepare Thy servants for the right performance of those vows they are about to assume. Shield them from all trouble. Grant them all joy. Bless them in worldly and spiritual estate. And may we who have come with our congratulations and prayers be faithful in all our domestic and social relations, until at death it shall be announced, 'Behold, the bridegroom cometh' Even so come, Lord Jesus. Amen.'"

(Here the parties joined their right hands and took the usual vow.)

"The seal is set. God hath witnessed. Witness all ye people. The vows are recorded in heaven. In the name of Almighty God, whose servant I am, I pronounce you husband and wife. Together go forth to life's great work strong in God and each other. Christ will mingle the cup of gladness and of tears. Side by side may you walk the path of life till the journey be ended; then, side by side may you rest in Christian graves, waiting for the morning. And, at last, before the throne of Jesus, side by side, may you appear in crowns of glory that never fade away."

THE DEPARTURE.

Owing to the inability of Professor Lowe to procure, either in this city or Philadelphia sufficient aid for the manufacture of pure hydrogen, he was compelled to fall back on the common street gas. In consequence of this the balloon had only power to carry four persons, and Miss Boynton unwillingly had to forego the pleasure of accompanying the happy couple on their bridal tour. It was truly affecting to witness the tender leave takings of the bride before the car rose from the earth. Amid the cheers of those present all hands were removed from the ropes and the balloon buoyantly rose up into the air in a northwesterly direction. Cheer upon cheer rent the air as many a fervent "godspeed" was sent after the newly made bride and groom. While yet scarcely two thousand feet above the earth the air ship changed its coursing, moving in a semicircle, first due north and then northeast. The shades of evening were fast falling upon the scene, but while the light remained the balloon was seen moving in the direction indicated. The following marriage contract was brought up for the signature of the pair above the clouds:—

"Sacred compact of holy matrimony, solemnized above the clouds, floating in mid air, and in accordance with the laws of the Empire State, this 8th day of November, A. D. 1865.

"Presenting ourselves fully impressed with the sublime presence of God and the joyous spiritual beings of his creation, heartily approving heaven's highest vouchsafed happiness, the blessed union of two souls in purity and glowing love emanating from the eternal fountain of truth and wisdom, hence deriving some primitive conception of the magnitude of Deity inspired unceasing humanity, and endowed with powers and attributes evermore approximating divinity, with assurances that uninterrupted progress remains dependent upon genial social relations, and possessing the approving sanction of cherished friends,

"We, the contracting parties, John F. Boynton, M.D., of Syracuse, N. Y., and Mary West Jenkins, of St. Louis, Mo., do now, henceforth evermore, give and devote ourselves, each unto the other, in holy wedlock, and we solemnly and unreservedly avow and promise that we will love, honor and cherish each other as husband and wife during our whole existence, and, in the expressive language of Holy Writ, we hopefully pray 'Whom God hath joined together let no man put asunder.'"

Signature of contracting parties.

A wedding cake, ornamented in the highest style of confectionery, was kindly presented by Messrs. Stetson & Bradford, of the Casino, to the bridge and bridegroom, as also a basket of wine. The cake was ornamented with a fine representation of the balloon, with cords, car, flags, &c., complete.

LANDING AND RETURN OF THE BRIDAL PARTY TO TO THE CITY.

After a delightful trip, rendered remarkably so by the clear and cloudless state of the sky, the balloon landed as gently as a snow flake and without any difficulty in Mount Vernon, at sunset. The view had of the beauties of nature during the trip was admirable, and well repaid the happy pair for the courage they displayed. They returned to the city last night by the 8:10 train, and drove to the Fifth Avenue Hotel, where they will remain for some time.

CITY INTELLIGENCE.

THE NEW COUNTERFEIT FIFTY DOLLAR LEGAL TENDER NOTE.—A late issue from the graver and press of the counterfeiters of United States legal tender currency of the denomination of fifty dollars is the most difficult of detection of any which has of late been prepared. It is thus described:—There are apparently but two discrepancies between the genuine and the spurious notes that will be apparent to the public. One of them is in that part of the engraving of the head of Hamilton, upon the face of the note, which represents the line of the waistcoat crossing the white collar at the neck. The acute angle formed by the shape of the collar, so far as it is shown, is perfect in the counterfeit note; but in the genuine the lines of the flesh were drawn by the engraver across the point of the collar at its junction with the waistcoat, for the purpose of relieving the angle of the sharpness it would otherwise have exhibited. This difference is not readily observed unless the note is perfectly clean. The other discrepancy is in the shape of the ornaments in the border on each end of the face of the bills, and in the whole border on the back. The figures "50" are engraved on a green ground, of which the rim in the genuine bill is in octagonal form, rather well defined, though the angles are not sharp. The eight sides of what at first view appeared to be circles may be easily discerned. In the counterfeit bill the border ornaments containing the "50" are octagonal in only a very slight degree, and seem to be perfect circles. The general appearance of the counterfeit gives no indication of its true character. It would be the safest course to pursue in regard to these particular fifties to refuse them entirely until government can make a reissue to take their place.

SALE OF STEAM VESSELS.—The following vessels were sold at auction by Messrs. Draper yesterday, at the foot of Cortlandt street. The attendance of buyers was very limited, and the bidding was consequently not very spirited, and several vessels were withdrawn. The terms of sale were twenty per cent of the purchase money to be paid down and the balance on Saturday next:—

Propeller S. W. Schuyler, fourteen tons, high pressure, length forty-seven and a half feet; beam, eleven feet; depth of hold, four and a half feet; draught, five and a half feet; cylinder, twelve by twelve—$3,600.

Propeller Everard Palmer, forty-two tons, high pressure; length, one hundred and sixty feet beam; twenty-three feet; depth of hold, seven and a half feet; draught, seven feet, and built in 1862—$4,000.

Propeller tug John Fuller, high pressure, ninety-three tons, built in 1864; length, eighty-four feet; beam, eighteen feet; depth of hold, seven feet; cylinder, twenty by twenty, with pumping apparatus and tanks and copper fastened and ready for immediate use—$10,000.

FIRST ICE OF THE SEASON.—The positive approach of winter was duly announced yesterday morning, in this city and in Brooklyn, by the issue of advance bulletins in the shape of sheets of ice. Jack Frost was abroad printing his name on these sheets, and making known his intention of remaining and fighting it out on this base all the remainder of the winter—a promise that will necessitate the production of overcoats, furs and other warmth promoters, by the ladies and gentlemen who propose to take the air in this latitude. Even those who remain within doors will have to look to their supply of anthracite, pine kindlings and other combustibles.

UNITARIANISM IN NEW YORK.—With the growth of the city in all other respects the number of persons entertaining Unitarian religious views has been on the increase for the last five years, and one, at least, of the three societies in New York which hold to that faith has for some time been straightened for room wherewith to accommodate all who have desired, either statedly or occasionally, to attend its public services. This society is that of the Rev. Dr. Bellows, whose house of worship is situated on Fourth avenue and Twentieth street, the peculiarities in the construction of which have obtained for it the profane appellation of the "Church of the Holy Zebra." A meeting was held on Tuesday evening of members of that society to consider the subject of church accommodation and to obtain a full expression of opinion from such as might attend as to their views of the best plan to be followed in attaining the desired result. Rev. Dr. Bellows addressed the meeting, giving a retrospect of the progress of liberal religious sentiment and recapitulating facts connected with his ministry to that parish, suggesting various methods of enlarging the usefulness of the denomination, and making it truly a live church. Various opinions were expressed as to the feasibility of building an addition to the present church, or of throwing the parsonage building into the auditorium; of erecting a chapel or renting a second church, and procuring the services of a colleague pastor; of selling the present church edifice altogether and building a large one on another site, &c. At length it was resolved to entrust the subject to the consideration of a committee, whose duty it shall be to examine all the propositions made and any others which their discretion may suggest, and report at the annual meeting of the society to be held in January.

We understand that the other churches of the Unitarian denomination in this city (Rev. Dr. Osgood's and Rev. Mr. Frothingham's) are in a highly prosperous condition.

TELEGRAPHIC MOVEMENTS.—At a meeting of the directors of the United States Telegraph Company, held at their office, 117 Broadway, on the 8th inst., James D. Reid, Esq., of Rochester, late Superintendent of the Western Union Telegraph Company, was unanimously elected Secretary of the company, in place of S. C. Hay, Esq., resigned. Mr. Reid has been connected with the telegraph business for the past twenty years, and brings to his position a large experience in the practical details of such enterprises, and a high reputation for skill, ability and integrity.

ANOTHER STREET RAILROAD.—Work has recently been commenced upon the track for another street railway, in avenue B. The line will convey passengers from Fulton ferry through New Bowery, East Broadway, Clinton street and avenue B to Fourteenth street. The privilege is the property of the Dry Dock Railroad Company, and the management propose having the cars running by the middle of December or the first of January next.

THE FUNERAL OF J. P. COOKE.—The band which accompanied the funeral cortege of the late J. P. Cooke was formed from the Musical Mutual Protective Union, and not from the Philharmonic Society, as has been stated.

MERCANTILE LIBRARY ASSOCIATION.—A reunion of the members of the Mercantile Library Association will take place this evening, at the rooms in Clinton Hall. A most agreeable time is expected, and the occasion will be graced by the presence of a number of the lady friends of the organization. The exercises will embrace a delightful musical programme, under the direction of T. J. Dodworth.

OPHTHALMIC MEDICINE AND SURGERY.—A lecture on ophthalmic medicine and surgery will be delivered to-morrow evening, corner of Twenty-eighth street and Fourth avenue, by Dr. Garrish, a gentleman who is eminently qualified to impart valuable information upon a science which, as it has for its subject the vision of the people, is of considerable importance to all who use such articles as eyes.

Oswego and Rome Railroad.

OSWEGO, N. Y., Nov. 8, 1865.

The last rail on the Oswego and Rome Railroad was laid in this city to-day. The road is being ballasted as fast as possible, and it is the intention to run passenger trains in two or three weeks.

Thanksgiving Day in Michigan.

DETROIT, Mich., Nov. 8, 1865.

The Governor has appointed Thursday, the 7th of December next, as a day of thanksgiving.

Steamship Africa Outward Bound.

BOSTON, Nov. 8, 1865.

The steamship Africa sailed at noon to-day, taking thirteen passengers for Halifax and forty six for Liverpool and $15,000 in five-twenties. No specie.

THE LATE GALES.

The Loss of the Republic.

INTERESTING STATEMENT OF CAPTAIN B. F. RYER, OF THE TWENTIETH NEW YORK BATTERY.

TO THE EDITOR OF THE HERALD.

A partial statement having been published in many of the city journals, purporting to narrate my experience with regard to the wreck of the steamer Republic, I beg that place may be given to a more extended notice of that marine disaster.

The Republic, on which I was a passenger, sailed from New York on the 18th ult., but was compelled to anchor off Staten Island until the next morning. Saturday and Sunday, the 20th and 21st, passed, with delightful weather, the brisk gale in which we sailed having subsided, during which, however, the top work of the vessel leaked.

On Monday morning the sky was overcast, presenting every appearance of a coming storm, the wind blowing from the northeast, and augmenting continually. Late in the afternoon the gale increased with terrible force, creating a high running sea.

On Tuesday the tempest waxed more boisterous, and Captain Young gave orders to lighten ship by throwing cargo overboard, as the steamer was leaking badly. I went to the engine room to assist in baling, and remained three hours until relieved, and then volunteered to participate in removing the cargo.

By seven P. M. the water gained so fast that every man on board was impressed either to man the pumps or to assist in baling. This condition of things lasted until about half an hour before we were driven to the small boats. No wonder pumping proved useless, as there was but a single (donkey) pump in the engine room, and this was the only one at all serviceable for relieving the vessel, as there were no deck pumps. Fore and aft the steamer were two force pumps, one of which was removed and rigged up in the engine room, but it soon gave out and proved utterly worthless. At one time, through herculean efforts, we managed to keep the water about level, but we were speedily tired out, when the water gained upon us very rapidly.

About noon on Wednesday preparations were made to launch the boats and a raft, which had been hurriedly constructed. About three o'clock the boats and the raft were floated. The former, speedily loaded by seamen and firemen, were towed from the vessel by the captain's gig, under command of the second mate. There were but four boats on the steamer—three large ones and the captain's gig, a four-oared boat. The ladies, accompanied by their husbands, were first placed in two of the larger boats. The first mate's boat was next filled with passengers, with orders to proceed to the raft, and, after placing them upon it, to return to the vessel. The second mate's boat was next filled, with like directions; but the object of these commands it is impossible to comprehend.

I was in the second mate's—Mr. Edward Ryan's—boat; but, upon nearing the raft, which had drifted about a mile from the wreck, we discovered it to be overladen. Besides, those upon it refused to receive any additional persons. This was before the first mate's boat had as yet reached the raft. Captain Young made his boat fast to the raft and ordered us to hitch on to him. We complied; but when a high sea drove us near to him he cast off our line and threatened to stave a hole in our bottom if we came near to him. We told him that our boat was overcrowded, and that we had neither provisions nor water. Let me remark that both these necessities it was impossible for us to have obtained previously, as we were ordered to start at a moment's notice and were not allowed to ship in our boat either water or provisions, although both were standing on the steamer's deck.

In answer to our remonstrance, Captain Young bid us remain by him until morning, when he would distribute some of the water and provisions. We reiterated that our boat was so heavily laden that unless he would take one from among us we could not live until morning. To this he replied in a loud tone of voice, "Sink, then!" This language shocked us, as well as tended to our discouragement, coming, as it did, from the commanding officer of the steamer, to whom all naturally looked for advice and consolation.

The boats, driven by the high seas, soon after parted company; and that was the last we saw of the captain and his boat. When the morning dawned we began to realize the peril of our position, solitary and alone on the waters of the Atlantic, in an overcrowded boat, leaking badly, without chart, compass, water or provisions, save a piece of salt ham which had better been thrown overboard. How this frail boat, in this disastrous condition, managed to live during the terrible weather then running is a perfect miracle, especially as we were continually overflown, and were forced to perpetual baling.

Our sufferings became most terrible, for during the day time the heat of the sun augmented our thirst until our agony grew almost intolerable. The extent of our misery may be imagined when we, drenched to the skin, exposed to almost instant destruction, endured the pangs of thirst and hunger, as well as the deprivation of sleep, four dreary nights and three weary days of terror and famine.

On Saturday we contrived to rig a sail, made out of our underclothing, but no sooner were we being driven along at a heart cheering rate than the wind chopped around to the westward, and we were carried by it still further from the shores we so ardently longed to reach. To add to our calamities, during the evening two large steamers hove in sight, but failed to notice our signals of distress. As they disappeared on the horizon all hope of rescue died within us, and no pen can adequately depict the intensity of horror which characterized that Saturday night, especially as the wind began to freshen and the roll of the sea to increase.

Early on the morning of Sunday an additional calamity aggravated our despondency in the breaking of our rudder, leaving us wholly at the mercy of wind and wave. This last disaster filled our cup of misery, and we resigned ourselves to the anticipated certainty of a briny death. We ceased baling, and the boat commenced gradually to settle down. Suddenly the cry of "Sail ho!" re-aroused our dormant energies, and we perceived a large schooner bearing directly upon us. Every man renewed his efforts at salvation; an oar replaced the broken rudder; each one toiled at baling with refreshed vigor, and before the lapse of half an hour, which to us seemed almost a century, we were on board the schooner Harper.

Captain Combs, alive to the dictates of humanity, received us with the tenderest solicitude, providing us with dry clothing and the best of everything his vessel could afford. On Monday morning we reached Port Royal, where we received innumerable attentions from the officers of the Sixth United States infantry, to whom and the master of the Harper we, the survivors of the ill-fated Republic, tender our sincere thanks.

In conclusion let me say that the Republic was originally known as the Tennessee, and serious doubts had been entertained as to her seaworthiness; be this as it may, I am morally certain that the loss of the steamer is attributable wholly to the absence of the proper number of pumps, while had there been an adequate number of boats no difficulty would have been experienced in saving the lives of all on board. Every boat, save the one I was in, had both provisions and water and a compass; at least I am positive, of my own knowledge, that two of them had, if not the whole.

By the loss of the steamer I, in addition to my physical infliction, have suffered loss of my baggage, a considerable amount of money, and everything I had on board the vessel. Other of my fellow passengers are in the same plight, and assuredly it is a hard case for a discharged soldier to be suddenly bereft of all the savings of a well fought campaign through the culpability of marine speculators.

By the publication of this you will oblige,

B. F. RYER, late Captain 20th N. Y. battery.

Loss of the Brig Eliza Reed.

Captain Benj. Tuzo, late master of the brig Eliza Reed, who arrived at Philadelphia on Tuesday last, makes the following report relative to the loss of his vessel:—

We left the Capes of the Delaware on Thursday, 19th ult., with a fine breeze from the westward, bound to Havana. Nothing of particular interest occurred until Monday, the 23d, when in latitude 29, longitude 70, we encountered a hurricane from east to north-northwest, which lasted for forty-eight hours, during which time lost all the spars, except the lower masts and bowsprit, and leaked so badly that we could just keep the vessel afloat by keeping both pumps going constantly. On Wednesday, 25th, it moderated, when we steered to the southwest under foresail and lower topsails; all hands at the pumps and very much exhausted; could not leave the pumps to trim sails. On Thursday, 26th, abandoned the brig, with four feet water in the hold, in latitude 27 25 north, longitude 74 20 west, and went on board the bark Walter (of Richmond, Me.), Captain J. B. Libby, from Mobile for Liverpool, on which vessel we were kindly cared for until Thursday, 2d inst., at which time, being about two hundred miles southeast of Cape Henlopen, we were transferred to the Holland schooner Sirene, Captain H. Hermanns, from Rotterdam for Philadelphia, who brought us to this port.

We, the officers, passengers and crew of the brig Eliza Reed, tender our warmest thanks to Captain Libby, of the bark Walter, and Captain Hermanns, of the schooner Sirene, for their kindness to us while on board their respective vessels.

The bark Walter took the hurricane between Florida and the Matanilla Reef, and was hove to for twenty hours under bare poles.

Signed on behalf of the officers, passengers and crew.

BENJ. TUZO, late master of brig Eliza Reed.

The Bark Antelope in the Gale.

Captain White, of the bark Antelope, made the following report on his arrival at Philadelphia on Tuesday last from Salt Key, Turk's Islands:—

On the 25th ult., latitude 30, longitude 37, 30, during the recent hurricane, lost foremast, jibboom, maintopgallantmast, and all attached, and had decks swept of everything movable; vessel partially filled with water, which melted about two thousand five hundred bushels of salt. Captain White also states that George Price, a seaman, and hailing from Philadelphia, was killed during the gale.

The Brig Torrid Zone in the Gale.

The Bermuda *Royal Gazette*, of the 31st ult., says:—

The brig Torrid Zone, of Shelburne, Nova Scotia, Capt. Allen, out five days from New York bound to Demerara with an assorted inward cargo and a deck load of vinegar and staves, got on the reefs to the north of these islands on the morning of Friday last. The Torrid Zone left New York on the 23d inst., and had favorable winds until Tuesday, the 28th, when commenced a heavy gale from the northeast, which continued until Thursday. During the night of Wednesday the gale was so severe and the vessel lying, too, so badly that they were obliged to scud her. As soon on Thursday, the captain, judging himself to be one hundred miles west of Bermuda (not having had an observation for four days) and the wind backing to the north, presumed he could resume his course, but unfortunately struck on the north reef at one o'clock on the morning of Friday, as before stated. The deck load was immediately thrown into the sea to ease the vessel, and by that means she soon forged over the outer reef, when her anchors were let go and she was soon brought up. Having, however, tailed on an inner reef, her rudder was knocked off. Assistance from Somerset reached the vessel at about nine o'clock, when kedges were run out and the vessel removed into deep water by noon. Her Majesty's steam gunboat Delight, commanded by Lieutenant Larcom, generously sent by Captain Wainwright, the Naval Superintendent, arrived, and offered assistance, which Captain Allen most readily accepted. The Delight very quickly had the Torrid Zone in tow, but in conducting her through one of the numerous narrow passages which she had to pass to get to the main channel she again grounded; but, after taking out a considerable part of her cargo, she was sufficiently lightened to float, and the Delight was not long in bringing her into the port of Hamilton. The Torrid Zone has been surveyed and her hull found much strained; her cargo is ordered to be landed, so that her bottom may be examined.

The Recent Fire and Explosion at Sea.

The vessel seen to blow up, supposed a river steamer, by steamer Weybosset, on the 27th of October, was the schooner Fannie, from New York for Wilmington, North Carolina, before reported abandoned. After the crew had been taken off, Captain Peterson, of bark Thomas, who rescued them, set fire to the vessel, which, communicating with five tons of powder on board, caused the explosion.

Safety of Brig C. W. Ring.

The derelict brig reported by Captain Limeburner, of steamship Alabama, as the C. W. Reeves, was the C. W. Ring, Captain James McLean, from Galveston, for Liverpool. Captain Limeburne states:—October 25, at ten P. M., fell in with brig C. W. Ring during a heavy gale with tremendous sea; with great difficulty got near enough to hail her, and as she was dismasted offered to take them off. This Captain McLean declined, although in great distress, but would rig jury masts and make a port. In this noble effort he was successful, arriving at Charleston on the 31st October.

A Gale in Chesapeake Bay.

LOSS OF THE STEAMER JACOB BELL.

The United States gunboat Banshee, Lieutenant Commanding J. W. Simmons, arrived in this port late on Tuesday evening. The commander of the Banshee reports that his vessel left Washington, D. C., November 4, with the steamer (late gunboat) Jacob Bell in tow, for New York. Started down the Potomac river in fine style until the vessel ran about seventy miles, when a northeast wind commenced to blow, which soon freshened into a gale. The wind increased so that Captain Simmons brought the Banshee to an anchorage under Piney Point, eighty