THE STORM.

Disastrous Effects in This City and Along the River Front.

The heavy northeast wind and the lowering appearance of the sky, across which heavy, dark masses of clouds coursed with angry speed, gave faithful token on Monday evening of the approach of a severe storm. Captains of vessels, pilots and others responsible for or interested in the safety of the numerous craft moored along the docks and anchored in the stream, noting these and other unmistakable signs plain as written language to them, but unobservable to those on shore, prepared themselves and their several craft for its visit. Long before the hour when night shrouded in darkness surrounding objects deep gloom settled over the city and river. Men hastened their pace along the streets that they might reach their homes before the fury of the storm overtook them, stimulated to increased speed as they turned each corner by the violent gusts which there met them, whirling their garments about with provoking confusion; while along the docks the wind sighed and moaned through the cordage of the various vessels, making of them Æolian harps, tuned to plaintive monodies, bringing fearful images to the mind of disaster and distress. The wind continued to increase in volume and fury until about eleven o'clock, when a heavy rain storm set in, which continued with unabated fury throughout the night, pattering on roof tops and beating against windows with a force and violence that brought sweet sense of comfort to those within, but drenching in a merciless manner all exposed to it without. Morning found no change in the outdoor aspect of affairs, and men whose business called them in the streets early turned with irreverent impatience from the prospect they beheld from their chamber windows on first arising. Overcoats were of course donned, and anxious inquiries made for umbrellas, but a short experience in the rain rendered both these articles cumbersome and almost useless. The force of the wind drove the umbrella about in such manner as to render it but scant protection, while the seeming deluge which in an unceasing torrent descended upon it, running along the frame, was blown in upon the garments, soon effecting their saturation. Heavy water courses filled the gutters and ruts in the badly paved streets, thus completing the miseries of pedestrianism.

ALONG THE RIVER FRONT,

happily owing to the previous care of shipmasters, the damage was but trifling. Of course everything exposed upon the different piers and on the decks of vessels was injured by water, and some damage was done by the swollen tide which prevailed, and caused considerable rubbing and straining to the vessels at the docks. The various cellars and basements along South and West streets were inundated with the foot or two of water customary on the occasion of these storms; but their denizens, from repeated visitations of this character having become, to some extent, amphibious, they bore the circumstance with most commendable philosophy, seeking to relieve themselves by bailing out and only retiring before the advancing waters in the last extremity, returning immediately on their subsidence to ascertain damages and reconstruct.

AT HELL GATE,

that Scylla and Charybdis of river navigation, there were not the disasters that might be naturally expected under the circumstances. This was, however, owing, not to any abatement of the dangers of this passage, but to the more careful action of commanders of vessels, who avoided its dangers, conscious of the risk. Some few boats, however, in charge of skilful pilots came through in safety.

IN THE CITY

the fierce, driving wind and violent rain stripped the trees of the gay garniture they have so long retained this autumn, and their robes of purple have given way to naked skeletons. The branches lay scattered throughout the streets and huge piles of leaves were sent whirling around the corners, strewing the path of those that journeyed downtownward.

The goods on the various docks exposed to the severity of the storm suffered in many instances severely. Articles of a perishable nature were much injured, entailing great loss upon their owners and insurers, where risks include damage from the elements.

In the upper part of the city, where building is being extensively carried on, much of the material that lay piled up along the street was caught by the furious gale and sent whirling, in some instances, blocks, causing great inconvenience to the workmen and loss to the contractors. Trees that were ornaments in front of mansions were uprooted, and one monarch of the forest in Washington parade ground was torn from its roots, falling across the walk, where it remained during the day. Chimneys were toppled over, but up to a late hour last night these disasters comprised the damage done by the storm in the city.

The Storm in Brooklyn.

The same damage to the trees, chimneys and building material was noted in Brooklyn. The streets were comparatively deserted and outdoor business almost suspended; but no serious damage or accidents were reported at nightfall.

The Storm on the North River.

The different ferry boats of the Barclay street line experienced some difficulty in entering their slips; but fortunately they were not damaged, and brief delays were the only inconveniences to which the passengers were subjected. But the boats of the Pavonia line were not so fortunate, as the Susquehanna was blown across the slip and wedged in in such a manner as to seriously impede the travel at this part of the river.

Sinking of the Packet Ship Confidence in the East River.

Yesterday, about noon, while a steamtug was towing the packet ship Confidence, bound for Glasgow, out of the East river, the latter vessel struck upon a reef of rocks, opposite Jackson ferry, making a hole in her bottom, and, it is thought, tearing up her keel. She immediately commenced leaking badly, but was fortunately got into the dock, foot of Clinton street, where she now lies, with over ten feet of water in her hold.

The Confidence belongs to the regular packet line plying between this city and Glasgow. She had a full cargo on board, consisting of 28,700 bushels wheat and 2,600 barrels flour, but no passengers. A steam pump is now kept at work in exhausting the water in her hold, and her entire cargo will be discharged to-day. Some ten days will be required to put her in complete repair and fit her for the voyage. Captain Bradford, her commander, states that the ship was perfectly tight when she left her moorings, and at the time they neared the reef it was about the middle of the ebb tide, and so great was the force of the tide that it was impossible to keep her in the channel, which at this point is very narrow. The cargo between decks is not supposed to be much damaged. Vessel and cargo are fully insured.

The Storm in New Jersey.

The storm which set in at a late hour on Monday night has been most disastrous in New Jersey. The actual amount of the loss cannot be fully ascertained until the storm abates; but it will show that it has been one of the most severe that has visited the vicinity for several years. The fall of rain has also far exceeded anything of the kind for a long time, and the river has never been known to be so high for years. The new ferry house at Hoboken was very near being inundated yesterday morning, the water rising to the flooring of the sitting room, and at one time was over the bridge.

A sloop, said to be the Mary Stebbins, of Yonkers, was capsized in the river just opposite the kerosene oil docks. There were three men on board, two of whom succeeded in reaching the shore in safety, but one of them, named Crowley, was drowned before assistance could be rendered. A portion of the extensive building used as a wood cutting establishment, on First street, was blown down during the night. A small shanty on the flats was also unroofed, and the occupants had to seek a shelter in an adjoining building. A large number of valuable trees were also blown down, and the whole flats are inundated.

At Hudson City several sheds and a large barn belonging to a German named Bretz were blown down.

At West Hoboken the fences are all torn up and several buildings more or less damaged. Several chimneys were blown down and portions of their roofs were carried away.

Considerable damage was also done along the Hackensack river and along the Kills, but to what amount it is not as yet accurately known.

The large building known as the "Old Homestead," near Hackensack, was demolished by the storm and now lies in ruins. It has not been occupied for some time, and has been a long time in a dilapidated condition. An old frame building in Orange, N. J., owned by Peter Mann, was also blown down, the storm being severely felt all through Orange valley. The flats between Jersey City and Newark were also inundated, and considerable destruction was done to outbuildings and fences.

Several of the vessels moored off Jersey City suffered terribly by the storm, and one of them was completely swamped. A party of sailors belonging to a Swedish vessel at anchor off Castle Garden started between two and three o'clock in the morning and were unsuccessful in reaching their bark and floated down to Staten Island, where they landed in an exhausted condition.

The Storm in Westchester.

The effect of the recent storm has been severely felt throughout Westchester county, but, so far as ascertained, more particularly in the lower districts. No individual losses of any extent have been reported, but it is probable considerable damage to property has been occasioned by the heavy fall of rain. As usual on such occasions, the villages of Mott Haven and Melrose suffered severely in consequence of the canal having overflowed its banks. The water rose on either end of the bridge which spans the channel at Mott street, effectually stopping communication between the village and the Harlem railroad depot. Many of the cellars and first floors of houses in the vicinity of Frog Hollow were again inundated—a circumstance that was attended with the customary results. Notwithstanding the torrents that continued throughout the forepart of yesterday several target excursions found their way from the metropolis, and, judging from their gayety of spirits in the evening, passed a very pleasant time, though their garments were somewhat moistened. A good deal of damage was sustained by the Harlem Bridge and Fordham Railroad Company in connection with the new track which is being laid.

The Gale on the Coast.

Of the effects of the gale along the coast we have yet to learn. What fearful tales of shipwreck and peril have been wrought out in those hours of gloom and storm we may not anticipate, but hope that previous lessons which have appeared in the columns of the HERALD may not have been without their warning, and that none but stanch craft, able to resist the warring elements, may have been afloat within the influence of this storm. Last evening the wind shifted from the storm quarter to the north, giving assuring token of cold and favorable weather.

The Storm in Philadelphia.

PHILADELPHIA, Oct. 29, 1867.

The storm subsided this morning, but recommenced this afternoon, with the wind from the eastward.

The Storm in the South.

WILMINGTON, N. C., Oct. 29, 1867.

The weather is clear. No damage was sustained in this section by the late storm. The steamships William P. Clyde and Rebecca Clyde, for New York, and the James A. Gary, for Baltimore, have been detained inside the bar several days by the very heavy weather, and crossed this morning. The steamships Pioneer, for Philadelphia, and Fairbanks, for New York, will probably cross to-night or to-morrow morning.

BROOKLYN CITY.

THE COURTS.

Supreme Court—Circuit—Calendar This Day.
Held by Judge Gilbert.

Nos.		Nos.	
174	Higgins vs. Miller.	208	Koehler vs. Redding.
182	Rowan and another vs. Hyatt.	209	Valentine vs. Conger.
		211	Klinch vs. Harding et al.
189	Lynch vs. Petry.	212	Hoppock vs. Baker et al.
193	Kelsey vs. Burke.	213	Dissy vs. Berrian.
198	Vanderveer and another vs. Spaulding and another.	214	Schaffmeyer et al. vs. Post et al.
		215	Reilly vs. Brown et al.
36	Livingston vs. Pierson.	247	Betts vs. Follett.
71	Harty vs. N. J. Central R. R. Co.	219	Kip vs. Hans et al.
		229	Stratton vs. Huff et al.
110	Fergus vs. Thompson and another.	86	Griswold vs. Kenny et al.
163	Williams vs. Dodd.	131	Acret vs. Winans and another.
206	Hannigan vs. Architectural Iron Works.		

UNITED STATES CIRCUIT COURT.

The Callicott Case.

The United States vs. Theophilus C. Callicott, ex-Collector; John S. Allen, George J. Hardy, Louis Fancher, Alexander Cunningham and Augustus J. Dayton.—The defendants were indicted by the Grand Jury empanelled in the United States District Court (Eastern District) on the charge of conspiracy to defraud the government. The trial of this important case has been set down for November 11, in the Circuit Court. Judges Nelson and Benedict will preside. It is understood that District Attorney Keasby, of New Jersey, will conduct the case on behalf of the government. The defendents will be represented by eminent counsel, including members of both the New York and Brooklyn bars.

SUPREME COURT—CIRCUIT.

Action Against the Brooklyn and Rockaway Beach Railroad Company.

Before Judge Gilbert.

Harvey D. Allen, Administrator, vs. The Brooklyn and Rockaway Beach Railroad Company.—This action was brought to recover damages in the sum of $5,000 for the death of Agnes Allen, the wife of plaintiff, which was caused, as alleged, through the negligence of a servant of the company. It appeared by the evidence on behalf of the plaintiff that the deceased was walking along the track of the railroad (which extends from about Fulton avenue, at East New York, to Canarsie and Rockaway beach) at Lehman's station, on the 22d of October last, when a gravel train of three cars, propelled by a dummy engine which was in the rear of the cars, came along, and, as she attempted to cross to one side, she was struck down and run over by the cars. Plaintiff testified that a portion of her head and one of her arms were cut off, as also one of her legs. Deceased left a stepson, about fifteen years of age, and an adopted niece.

Mary Ann Rollin testified that on the day in question she was in company with the deceased, and that they were walking along the track when the train in question approached; there was no whistle nor any alarm given, but witness heard the noise of the approaching train, and, looking around, observed that it was behind them; they were at the time on the track abreast of the platform, which witness immediately ascended, and when the cars were passing she looked around for Mrs. Allen, who was then under the wheels. It also appeared by the testimony that a passenger train had passed just previous to this, and that the gravel train was not expected.

This was the principal testimony on behalf of the plaintiff.

Counsel for the defence moved for a non-suit, on the ground that the negligence of the deceased contributed to the accident. Even had no alarm been given, the negligence of the deceased still remained, from the fact that she was on the track and endeavored to cross as the train approached. Counsel read from the act of 1850, which made it unlawful for any person other than an attaché of a railroad to walk along the track.

Counsel for the plaintiff read the amendment of 1854, from which the provision was entirely omitted.

Counsel for the defence still claimed contributive negligence on the part of deceased, whereupon counsel for plaintiff asked leave to examine Mr. Richardson (a witness for the defence), who was in charge of the gravel train. Permission was granted, and Mr. Richardson testified that he saw the deceased on the track about eight hundred feet from Lehman's station. Counsel then quoted from the statute to the effect that in such a case a company would be held liable, as the presence of the deceased was known and the responsibility after this was upon the hands of the party in charge of the train. The motion for a non-suit was denied.

Mr. Richardson was examined further, and testified that one signal, by ringing the bell, was given about eight hundred feet from Conkling avenue, where the platform commenced, and another, by the whistle, about five hundred feet distant from the avenue. He stopped the engine as soon as possible.

The motion for a not-suit was then renewed (the case for plaintiff having rested), counsel for defence claiming that everything had been done by the person in charge of the train to prevent the accident. Motion granted.

BROOKLYN INTELLIGENCE.

THE LINCOLN MONUMENT FOR PROSPECT PARK.—At a recent meeting of the Kings County War Fund Committee it was reported that the subscription started immediately after Mr. Lincoln's assassination for a monument to his memory amounted in a few months to nearly thirteen thousand dollars. This money was invested by Mr. Frothingham in United States bonds. A contract was then made with a firm in Newburg for a bronze statue, eight and a half feet in height, to be completed in two years and not to cost over fifteen thousand dollars. About one year ago the model was exhibited to the committee, when half the money was paid. The statue is now nearly finished, and arrangements have been made by which the Commissioners of Prospect Park will build a pedestal for the statue, twelve feet in height, on the plaza. The spot is marked by a sign affixed to a stake.

LARCENIES.—William N. Lewis caused the arrest of a young man named George Riley, yesterday, on a charge of stealing a quantity of carpenter's tools from him. The accused was locked up to await examination. George Lockwood, a caulker, was arrested yesterday, on the complaint of Patrick McGovern, who accuses him of having stolen $51 worth of timber from the foot of Conover street. The accused will be examined before Justice Dunne.

ENCOUNTER BETWEEN POLITICIANS.—Alois J. Dygert, a lawyer, and Andrew Glass, a private watchman, had a desperate personal conflict yesterday afternoon in a lager beer saloon in South Seventh street, E. D., growing out of a political dispute. After pummelling each other in the saloon they adjourned to the street and renewed the fight, when, it is charged, Glass drew a knife upon Dygert. For this alleged offence the former was arrested by officer McFarland, of the Forty-fifth precinct, and locked up.

COMMITTED ON A CHARGE OF GRAND LARCENY.—Leonard Chappel, a fashionably dressed darky, was yesterday committed by Justice Dailey to answer a charge of grand larceny. It is alleged that Leonard stole a gold watch from Sophia Forrester, of North First street, E. D., a few days since, and pawned it to defray his wedding expenses, he having married a Jamaica belle the day following the larceny.

DROWNING ACCIDENT.—A man named John Belford, while engaged in hoisting coal on the dock foot of Hudson avenue, about three o'clock yesterday afternoon, fell into the river and was drowned. The deceased had a wife and two children, and resided at 253 John street. The body was not recovered up to a late hour last night.

NEW JERSEY.

Hoboken.

A MAN FOUND DROWNED.—The body of a man, apparently thirty years of age, was found in the river at the foot of Newark street, yesterday. He was about five feet four inches in height, wore sailor's shirt and pants, but had no boots or stockings. An inquest was held by Coroner White, and the jury returned a verdict of found drowned simply, there being no marks of violence on the body to suggest foul play. The body is possibly that of the man Crowley who was drowned in the storm off the sloop Mary Stebbins, of Yonkers.

Newark.

ARREST FOR RECEIVING STOLEN PROPERTY.—The proprietor of one of the leading iron foundries of Newark was arrested on Monday night on a charge of having bought three thousand pounds of railroad iron, with the knowledge of its having been stolen. He denied the charge, and was bailed in the sum of $500 to appear hereafter. A German named John Lum was arrested last evening on a charge of having stolen the iron from the New Jersey Railroad Company.

Trenton.

MARRIED WOMEN'S RIGHTS—DECISION BY THE CHANCELLOR.—An important decision has been rendered at the present term by Chancellor Zabriskie in the case of H. Obitz, administrator of Quidart vs. C. Pergeaux and wife. The premises No. 52 Mechanic street, Newark, were held by a deed in the name of the wife, and the defendants were sued by a bill in equity to appropriate the premises to the payment of the husband's debts. Part of the purchase money had been advanced by the wife, but it was urged that a much larger portion had been paid by the proceeds of the restaurant and liquor business which was carried on by husband and wife conjointly. It was shown that he did most of the work, though ostensibly on his wife's account. The Chancellor, in summing up, held that while a husband may, as against his creditors, allow his wife to have for her separate use the earnings of herself and of the labor of their minor children, he may not give to her to be invested in her own name the proceeds of his own skill and labor. Such an expedient, if allowed, would defeat the just claims of creditors. A decree was accordingly ordered that the land be held in trust for the payment of his creditors, subject to an original mortgage and to the sum advanced by the wife out of her separate property.

Jamesburg.

INAUGURATION OF THE STATE REFORM SCHOOL.—The formal opening of this institution was yesterday conducted under the most inauspicious circumstances, as far as the weather could affect it, a violent rain storm rendering it impossible for almost any, unless those directly connected with or exceedingly interested in the proceedings, to attend. While awaiting the arrival of Governor Ward and Judge Haines, the Superintendent of the establishment brought the visitors through the building and imparted all requisite information concerning it. The State has appropriated for this purpose an area of four hundred and ninety acres, about the centre of which the main building is erected. It is proposed to erect separate apartments as the number increases, so that the discipline may be carried out on what is called the "family system." The site and cost of erection amounted to $75,000. Though the incipient dedication had not been performed till yesterday, the institution has been in partial operation since July last, and at present there are twenty-three pupils undergoing the humane process of reformation, through the training of the Rev. L. H. Sheldon, Superior, and his assistant, C. H. Ainsworth. Besides school teaching and moral training, the inmates are made to work a little daily on the farm so as to inculcate habits of industry, as well as educational knowledge. Among the visitors present the most prominent were:—Senator Buckley, Passaic county; William J. Altinson, Burlington; Hugh H. Browne, Dr. Grisgam, New York; E. W. Scudder, Philadelphia; W. Sayer and Mayor Peddie, Newark. Governor Ward was unavoidably absent on important official business in Washington. At twelve o'clock Judge Haines, on behalf of the Trustees, returned thanks to the friends of the institution present, and remarked that no State stands higher in benevolent objects than New Jersey. He then moved that the meeting be organized by electing Senator Buckley Chairman, and Major Yard Secretary. Edward W. Scudder, of Trenton, next read the inaugural address, which embodied an enumeration of the most successful reformatory schools which should form a precedent for the working of the present establishment, among which the institutions of Tours, in France, and the Ohio State Reform School were especially adverted to. The industrial training of Pestalozzi, as far back as the seventeenth century, contains principles which, the speaker remarked, are not even now so antiquated or insufficient as not to be worthy of imitation, and the indispensable advantage of judicious morals and religious information were particularly enjoined. The most eminent social reformers recommend rural occupation as the principal ingredient in industrial education. It is not a place of punishment, but one where vice is suppressed and reformation effected. The three grades admissible to the institution are, convicts under sixteen years of age; boys addicted to crime, and youths habitually vagrant—these to be admitted on the solicitation of parents or guardians. Each one reclaimed adds to the aggregate wealth and elevation of the State. The Superior of the establishment next addressed the assemblage, and disclosed in a lengthy discourse the systematic operations of the present undertaking.

NEW JERSEY POLITICS.

The trouble among the democrats in the Third Assembly district of Hudson county continues, and the breach becomes wider every day. The Convention met again on Monday night and failed to make a choice. Alderman Davis and Mr. Van Vorst are the candidates, and the friends of the latter claim the nomination on the majority of the members present. The Convention stands five to five. Mr. Davis' friends, with a view to compromise, proposed to drop both candidates, but this offer was rejected. Both men will therefore run.

The Essex County Republican Convention assembled yesterday afternoon and nominated Captain Peter F. Rogers for Sheriff, and Albert P. Condit for County Clerk. The request made by the soldiers that Major Sears be the candidate was disregarded, but the nomination of Captain Rogers gives general satisfaction. His military record is without blemish, and his nomination is the strongest that could have been made. A well attended meeting was held at Dramatic Hall last evening, which was addressed by several exponents of republican principles.

The republicans of the Seventh Assembly district of Essex county have nominated Francis Mackin for the Assembly. The gentleman is at present a member of the City Council.

The democracy of the Second Assembly district of Essex county have nominated Edward H. Ensign, Mayor of Orange, for the Assembly.

The republicans of the Fifth district of Passaic county have nominated Robert Aikens for the Legislature.

Edward R. Bullock has been nominated for the State Senate by the republicans of Hunterdon county.

The republicans of the Third Assembly district of Mercer county have nominated John Clark for the Assembly.

The republicans of the Fifth Assembly district of Essex county are to nominate a candidate for the Assembly this evening.

The democracy of Ocean county have nominated E. P. Emerson for Assembly and C. H. Wardell for Sheriff.

The Democratic Convention of the Third Assembly district of Essex county recently nominated James Smith for the Assembly.

Robert M. Henning has been nominated for the Assembly from the First Assembly district of Essex county.

THE SPIRITUALIST MURDER.

Trial of Jacob Van Arsdale at Somerville, New Jersey.

The court room at Somerville, N. J., was crowded again yesterday to hear the continued arguments of counsel in the murder trial of Jacob Van Arsdale.

Mr. Williamson, for the defence, addressed the jury in a long, vigorous and well sustained speech, commenting in detail upon the evidence and showing the entire absence of any motive on the part of the prisoner for the commission of the crime. He considered the only question for the jury was, whether, at the time of the murder, the prisoner's intellect was controlled by his reason. It was no uncommon thing for some men to be subject to paroxysms or spells of insanity, and enjoy in the intervals between the attacks perfect soundness of mind. It was not denied that Van Arsdale was a victim to the mental malady that disturbed his reason for temporary periods, and when no motive could be found for the deed he had committed, it was only fair to presume when he killed the boy Jasper Baird he was unable to appreciate the nature of his act. It had been said the little colored girl's being allowed to eat before him had inflamed his temper, but this was mere conjecture, and should not be allowed to influence for a moment the minds of the jury. When he had committed the murder he made no attempt to cover up the traces of his guilt; the hammer and the knife which he had used lay unconcealed in his workshop, and where the boy was knocked down there his body rested. Mrs. Baird, in her evidence, swears that the prisoner, on coming from the workshop after the murder, wore a strange expression of countenance—in fact the same wild look which a number of witnesses had sworn to as being the invariable sign of his mental aberrations. His whole conduct after the murder justified the plea of insanity. When pursued and overtaken by the brothers of his murdered victim, he exclaimed, "I'll fix this thing when I get to Somerville." Such language could hardly be the emanation of a sound mind—of a mind conscious of a terrible crime having been committed. And when one of the neighbors came up to aid in his arrest he cried out, "You too are into this thing." He went voluntarily into the cars when ordered by the conductor. When in prison he asked for no counsel, denied nothing, and had only a vague idea of what he had perpetrated. Sheriff Brokaw asked him what made him do the deed, and he replied, "They got me drugged," showing that he was still haunted by his old monomania. When asked if he were sorry, he said, "I guess not; I don't know yet; cant say." His language alone indicated an unsettled reason, and there was no proof whatever that the murder he committed was premeditated, no proof that he lay in wait for his victim, and unless there is premeditation, malice aforethought, there is no murder. The learned counsel alluded to many cases of homicide wherein the influence of insanity was less apparent than in this, but on trial was nevertheless sufficient to acquit those accused of responsibility. Public opinion, however, had much to do in affecting this result; in the case of his client it was different, for public opinion was already prejudiced against him. Mr. Williamson concluded his speech with an impressive peroration.

The Attorney General followed, but the hour being late he had to postpone the most of his remarks till to-day, when the case will probably be decided.

THE NAVY.

ORDERED.

Acting Masters Thomas Stothard, Josiah O'Hannum and Acting Ensign Thomas N. Bell have been ordered to the Independence.

HONORABLY DISCHARGED.

Acting Assistant Paymaster C. H. Haunnet, Acting Ensign, P. R. Rumiels, Acting Second Assistant Engineer J. H. Hebard, Acting Third Assistant Engineers W. H. Wingate, C. F. Dyce and C. A. Euggren have been honorably discharged.

A DEFAULTING PORK OPERATOR.—The provision ring in the Board of Trade, Chicago, was considerably excited on Saturday morning by the announcement on 'Change that D. D. Michaels, a provision operator in pretty large figures and the publisher of the *Daily Commercial Circular*, had suddenly absconded, leaving as a memorial to his credulous friends and financial bankers a large amount of forged paper in the shape of warehouse receipts, aggregating, it is said, full $70,000. The following victims have been discovered:—Manufacturers' National Bank, $10,000 certain, perhaps more; Phillips Bros., $4,000; Peters & Co., $5,000; Commercial Insurance Company, $5,000, partly secured; A. C. Hurlbut, Racine, Wisconsin, $8,500, and several other smaller sums, in all about $40,000.

SHIPPING NEWS.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	6 28	MOON SETS	eve 7 30
SUN SETS	4 59	HIGH WATER	eve 10 24

PORT OF NEW YORK, OCTOBER 29, 1867.

Cleared.

Steamship Persia (Br), Lott, Queenstown and Liverpool—E Cunard.
Steamship Aleppo (Br), Harrison, Liverpool—E Cunard.
Steamship Atlantic, Hover, Bremen via Southampton—I Taylor.
Steamship Leo, Dearborn, Savannah—Murray, Ferris & Co.
Steamship Albemarle, Bourne, Norfolk, City Point and Richmond—N L McCready & Co.
Steamship Chesapeake, Henderson, Portland—J F Ames.
Steamship Neptune, Baker, Boston—W P Clyde.
Brig Robert Mowe, Dickinson, Demerara—H T Trowbridge's house.
Brig Covadonga (Br), Henry, St Thomas—Roche Bros & Coffey.
Schr Troop Bird (Br), McDougall, St Johns.
Schr Matilda Brooks, Oakes, St Marks—E D Hurlbut & Co.
Schr Ida Birdsall, Birdsall, Savannah and Darien—N L Macready & Co.
Schr Allie May, McLoughlin, Norfolk.
Schr Elizabeth B. Hogan, Portland.
Schr R L Fay, Baker, Boston—Crandall, Umphray & Co.
Sloop Active, Miller, Norfolk—G K Rackett & Bro.

Arrived.

Steamship Russia (Br), Cook, Liverpool October 19, and Queenstown 20th, with mdse and passengers to E Cunard. Oct 27, lat 45 11 N, lon 57 09 W, at 2:30 P M, passed the Bremen steamship New York, Bound E; Oct 28, lat 41 47, lon 64 10 W, at 3:30 P M, passed the American steamship Fulton, bound E; Oct 28, lat 41 N, lon 64 05 W, at 4:40 P M, passed a Hamburg steamer, bound E. The Russia is anchored in quarantine.

Ship Volunteer (of Boston), Crawford, Mazatlan, June 11, with Brazil wood, to Crocker & Wood. Crossed the Equator in the Pacific July 4; passed Cape Horn Aug 17; crossed the Equator in the Atlantic Sept 29, in lon 37 10; since had light NE winds. Oct 14, spoke brig Omer (Br), 14 days from Norfolk for Barbados, lat 23 N, lon 61 30 W; 19th, at 2 PM, lat 28 15 N, lon 66 50 W, passed the wreck of a vessel of 600 or 700 tons, apparently a long time in that state.

Ship W J Hatfield (Br), Murphy, Ardrossan, 41 days, with iron, to Boyd & Hincken. Had heavy westerly winds up to the Banks; since, light winds and moderate weather.

Bark Minnie Gordon (Br), Leslie, Inagua, Oct 12, with salt to James Hunter. Had heavy weather and NE winds since getting clear of Crooked Island Passage. 23d inst, lat 34 30 N, lon 73 50 W, had heavy gale from NNE to N; carried away mizzenstay, lost water casks, &c; 24th, saw a large brig dismasted and making very bad weather.

Brig Arab (Br), Hartung, Cadiz, with wine, &c.

Brig Fortuno (Port), Peteiro, Oporto, 54 days, with wine, &c, to Hagemeyer & Brunn.

Brig Firm (Br), Dexter, Cow Bay, 9 days, with coal, to Crandall, Umphray & Co.

Brig Memphis (Br), Sandford, Cow Bay, 9 days, with coal, to Crandall, Umphray & Co.

Brig Milwaukee, ——, Machias.

Brig F H Odiorne (Br), Sutherland, Boston, 3 days, in ballast to H J De Wolf & Co.

Schr Alcora (of Machias), Talbot, Arecibo, PR, Oct 7, with molasses, to F Talbot & Co. (The A arrived 28th.)

Schr W K Chapman (Br), Cole, Rockland, NB, 10 days, with building stone, to P I Nevius & Son.

Schr Marian Draper, Weaver, Calais.

Schr Nellie Treat, Trim, Calais.

Schr Mountain Laurel, Langley, Calais.

Schr Jason, Stewart, Machias.

Schr Sahwa, Wright, Machias.

Schr Ganges, Higgins, Franklin.

Schr Hardscrabble, Jones, Rockland.

Schr Adrian, Emery, Rockland.

Schr Telegraph, Sawyer, Portland.

Schr Amelia, Beebe, Providence.

Schr Wm H Bowen, Jackson, Providence.

Schr John B Spofford, Hawkins, Providence.

Schr Orion, Hadwin, Fall River.

Schr Eliza Rayner, Rayner, Brookhaven.

Schr N Shaler, Haze, Portland, Ct.

Schr Helen F. Jones, Portland, Ct.

Schr Calista, Jones, Portland, Ct.

Schr E L Hammond, Morrell, New Haven.

Schr Wm Butman, Jones, Norwich.

Schr Adele Felicia, Endicott, Norwich.

Schr Free Wind, Frisby, Norwalk.

Schr O F Hawley, Clark, Greenport.

CORRECTION—Norwegian bark Julius, from Rio Janeiro, reported arrived in the morning papers, should read "bark Eolus." The arrival of schr King, from Cephalonia, should read "schr Katie, Capt King."

Below.

Bark Havelock, from Yokohama.
Wind at sunset, NE.

Marine Disasters.

STEAMSHIP AMSTERDAM—The cargo in British steamship Amsterdam, ashore on Montauk, consists of 600 tons Malaga raisins, brandy and wines (in lower hold), silks, &c, and is insured for $50,000. Vessel is one year old, and is insured for $150,000. Messrs Vall & Benjamin, of Greenport, have contracted to save the cargo at a compensation said to be one half the net proceeds. They have got out one load and sent it to New York.

STEAMER RAPIDAN, from New York, which arrived at New Orleans 21st inst, had lost her rudder.

SHIP CONFIDENCE, Bradburn, which cleared 26th for Glasgow, struck a rock off Jackson street, and partially filled with water. (See news columns).

SCHR BOADICEA (Br), Bloomfield, from Baltimore for Gaspee, put into Norfolk 28th, with loss of mainmast (cut away), having been thrown on her beam ends 25th in the Gulf Stream during a squall.

SCHOONER ASHORE—A schooner, name unknown, from Boston for Baltimore, is reported on the beach 12 miles southeast of Cape Henry.

Miscellaneous.

LAUNCHED—At Portsmouth, Oct 28, from Messrs Toby & Littlefield's yard, a finely modelled ship of 1200 tons, named Yo Semite. She is 177 feet keel, 37 feet 5 inches beam, and 23½ feet depth of hold. She is owned by Capt John S Pray and others of Portsmouth, and will be commanded by Capt Andrew Mack.

At Castine 9th inst, from the yard of Dresser & Perkins, a brig of 300 tons, called the Annie Gardiner. She is owned by J W Dresser, Perkins & Co, Adams & Co, and John A Gardner (who will command her) of Castine, and Henry Littlefield, of Portland.

At Bangor 26th ult, from Crosby's yard, schr Kenduskeag, 148 tons, owned by the agent, D Green, O Crosby and others, and to be commanded by Capt R C Wyatt.

At Harpswell 26th ult, from the yard of Joseph Given, a superior herm brig of about 300 tons, old measurement, named the Josephine.

At Millbridge recently, from the yard of J W Sawyer, a first class brig. She is named the Shannon, and is 450 tons, new measurement. She is owned by Franklin Sawyer, the builder, and Capt David Sawyer, who will command her.

Notice to Mariners.

NEW LIGHTHOUSE IN TANGIER SOUND, CHESAPEAKE BAY.—The Lighthouse Board has received official information that a pile lighthouse has been erected at Somers' Cove, at the month of the little Annemessex River, Tangier Sound, Chesapeake Bay. The light will be exhibited for the first time on the evening of November 6.

Whalemen.

Arrived at New Bedford Oct 27, bark Osprey, Gartland, Atlantic Ocean, with 175 bbls sp oil. Sent home 680 bbls sp and 90 do wh oil.

Also arrived, schr A L Putnam, Handy, Atlantic Ocean, with 160 bbls sp and 70 do wh oil. Spoke Sept 10, lat 33 05, lon 35 50, bark Leonidas, Cook, NB, 10 bbls sp; brig Texas, Morton, FH, 40 do do, bound to Bermuda; 17th, lat 33 05, lon 34 57, bark Jane, Marvin, Westport, 150 sp; 25th, lat 33 04, lon 35 25, schr S R Soper, Provincetown, 160 bbls sp, who reported week previous spoke brig V H Hill, do do 140 sp, who reported spoke a few days previous schr Ellen Rodman, Lambert, FH, 80 sp.

Sailed from Provincetown Oct 22, schr C H Cook, Gett, Atlantic Ocean.

Arrived at Boston Oct 29, bark E B Phillips, of Provincetown, from the Atlantic Ocean.

Arrived at Westport Point Oct 26, bark Greyhound, Barker, with 490 bbls sp and 160 do wh oil. Reports spoke Oct 7, lat 36 02, lon 64 37, schr D N Richards, Russell, NB, 20 bbls sp.

Arrived at St Catherines Aug 15, bark John A Robb, Green, SH, with 60 bbls sp, bound on a cruise.

Arrived at St Johns, NF, 25th inst, steam whaler Nimrod, Chapel, from Cumberland Inlet 13th inst, full. She has as passengers the captain and second mate of steamer Pioneer, of New London, before reported wrecked. Left at Cumberland Inlet brigs Georgiana, Spicer, of New London, full, for home season; Isabella, Bailey, do, clean; schr Franklin, Buddington, do do.

Schr Geo J Jones, Taber, FH, was at Bermuda 17th inst. Had landed 120 bbls sp oil.

A letter from Capt Coon, of ship Contest, of NB, dated at Panama 5th inst, reports at sea 23d ult, bark Amy, Winslow, of Nantucket, 340 bbls oil all told; Matilda Sears, Gifford, of Dartmouth, same as last report 10th. Samuel & Thomas, Freeman, of NB, 170 bbls sp, 70 wh since leaving Talcahuano; 11th, Lætitia, Howell, same as last report; 12th, Charles & Edward, Talcahuano, 360 bbls sp all told; 24th, Release, Valparaiso, 200 humpback, all told.

A letter from Honolulu, dated Sept 24, reports the arrival at that port of ship Niger, Cleaveland, NB, from Kodiak, with 600 bbls wh and 100 sp. She reports on Kodiak, ship Florida, Fordham, NB, 1 wh.

Bark Massachusetts, Wilcox, of NB, is reported in Arctic Ocean July 17, having taken 900 bbls wh oil.

Ship Josephine, Cogan, of NB, is reported at sea Sept 28 (another account reports her arrival at Fayal Sept 29, clean), all well. Reports spoke Aug 26, bark Addison, Cornell, of New York, 6 bbls sp oil; ship Robert Edwards, Flanders, of NB, 300 sp; and saw bark Alto, White, do, boiling.

Schr Caroline E Foote, at San Francisco Oct 26 from Ochotsk Sea, reports the following whalers between Aug 11 and Sept 24:—Barks Java, Enos, NB, 450 bbls oil and 4000 lbs bone; Endeavour, Wilson, do, 200 bbls oil and 200 lbs bone; Benj Cummings, Hickey, do, 700 bbls oil; Rose Terrace, Hamilton, do, 1600 do; Sunpeam, Barrett, do, 450 do; Hercules, Howland, do, 200 do; ship Rainbow, Baker, do, 560 do; Europa, Mellen, Edgartown, do, 1200 do; Oregon, of Honolulu, 800 do; Wm Roach, do, 700 do. A despatch from Aldrich, Merrill & Co gives the above reports, but states that they are up to Sept 14, and gives the Europa 800 bbls and the Rainbow 500. The others as reported above.

Bark Stella, from New Bedford, before reported lost, was a fine bark of 270 tons, was owned by L Snow & Son, and others, of New Bedford, from which port she sailed July 10, 1866, and had taken 130 bbls sp oil when she sailed from Yokohama on the 11th of May last. She was valued, with outfits, when she left New Bedford at $90,000, and there is insured on her as follows—$65,700 in the Union office, and $13,500 in the Ocean office.

Spoken—Sept 24, off Fayal, bark Highland Mary, French, SH, clean.

Spoken.

Ship Harrisburg, Wiswell, from Boston for Buenos Ayres, Aug 25, lat 34 10, lon 41 29.

Ship Ganges, Potter, from Liverpool for Calcutta, Aug 30, lat 9½ N, lon 25 30 W.

Ship Cleopatra, D'Oyly, from New York July 17 for San Francisco, Oct 6, lat 28½ S, lon 42.

Bark Freeman Dennis, Fletcher (not as before), from London for Boston, Oct