TERRIBLE CATASTROPHE.

Explosion of a Tank of Carbolic Acid in Brooklyn—Two Men Killed and Others Injured.

The row of buildings recently occupied by Henry Harteon & Co. for lathing and building materials, situated on Third street, near the corner of Bond, South Brooklyn, was the scene of a fearful explosion last evening, about half-past six o'clock, resulting in loss of human life and serious damage to property. The victims of the catastrophe were Martin Voorhies, of Princeton, N. J., and Michael Geoheagon, of Brooklyn.

It appears that the premises in question were recently leased by the Robins Wood Preserving Company, whose office is at No. 163 Broadway, New York, for the purposing of creosoting the wooden paving blocks used in the Nicolson and other pavements. Considerable expense had been incurred by the company in perfecting the completion of their works, and the tank and boilers used were all new. The fires were lighted under the latter shortly before four o'clock, and everything was going on finely to all outward appearances until the terrible explosion, which is described by a resident of the vicinity as being as sudden as the

FLASH OF A GUN.

This was at half-past six o'clock. Then there was a mighty rush of steam, simultaneous with the reverberating report of the explosion, and the falling debris of timber, brick and mortar. The first on the scene of the wreck were three young men, named Bernard Riely (late of Engine Company No. 15, of New York), Thomas Patton and F. T. Mullen, who happened to be passing along Third street at the moment of the report. The flames burst out from all sides of the wooden structure, and the fire bells rung the alarm. The men above named made their way heroically into the place, and brought out with them

THE CHARRED REMAINS

of two men. The bodies were taken to a shed opposite and there laid upon a rude stretcher prepared for their reception. In the meantime the Fire Department arrived upon the scene, and the apparatus were not long in getting a liberal stream upon the devouring element and in bringing it rapidly under subjection, thereby preventing a further destruction of property, which was highly imminent, owing to the close proximity of a vast quantity of lumber which was on the premises. Captain Waddy, of the Forty-third, and Sergeants Ferry and Meeks, together with a number of patrolmen, were prompt in arriving and in giving efficient aid to necessities of the occasion. It is impossible to give expression to the terrible aspect presented by the bodies upon the removal of the blankets which formed their covering. The heads of both men were half burnt from their bodies, but one eye being visible in the head of one of the men, which was bulged out in a most ghastly manner. The hair was entirely burnt off the heads and faces of the unfortunate men, as were also the greater portion of their clothing. Their lower limbs were also fearfully charred.

THE REMAINS IDENTIFIED.

A man for whom Michael Gaheogon had worked was admitted to the shed in which the bodies were and identified the remains of Gaheogon as one of the victims of the terrible disaster. The latter resided on Hamilton avenue, near the foot of Clinton street; was a native of Ireland, about forty years of age, married, and was employed as a laborer on the premises. Subsequently Mr. Trundy, the superintendent of the works, who was also burned about the head, face and hands by the steam, came in and readily identified the body of Martin Voorhies. Mr. Voorhies, who was the patentee of the wood-preserving process in question, was a resident of Princeton, N. J., fifty years of age, and leaves a wife and family to mourn his sad end.

A BOY INJURED.

John Henry Teepe, a boy twelve years of age, who was at play in the vicinity of the tank at the time of the explosion, was very severely burned about the head and body by the steam. He was conveyed to the College Hospital for surgical treatment.

STATEMENT OF THE SUPERINTENDENT OF THE WORKS.

Mr. R. W. Trundy, the manager and superintendent of the works, made the subjoined statement to the Assistant Fire Marshal, P. Keady, who was early on the ground:—I am general manager of the Robins Wood Preserving Company, the office of which is at 163 Broadway, New York. The works were located at the corner of Bond and Third streets, or near the corner. We fired up at four o'clock this afternoon. The tank was full of wood and lumber, and Mr. Martin Voorhies was watching the operation. Everything went on finely, and the operation was going on well. I left Mr. Voorhies at one end of the building and went to look at the fire at the other end. While going over I heard an explosion; it was all in a moment, and I was lifted and carried some thirty or forty feet and thrown down with great violence. When I got up I staggered a few times and reached to the lower part of the tank, where Mr. Voorhies was when I left him, and about forty feet from that place I saw him and another man lying close together, apparently dead. I took hold of them and helped to haul them out. After that I commenced to put out the fire as well as I could, and got badly bruised myself. The members of the company are Lewis Robins, Henry Steers, Rowland Mathews, Thomas Walters and myself (R. W. Trundy). The company has been formed about two months and had just commenced, and had completed these works. We had not burnitized any wood for anybody yet, but had large contracts on hand. Mr. Voorhies, the patentee of the process, was about fifty years of age, and resided at Princeton, N. J., where he leave a wife and family.

THE TANK

was 40x80 feet in size, was built of iron, with a cast iron cylinder head. The tank exploded and caused the disaster. It was built by Andrew Hutton, of Jersey City. Mr. Voorhies, the deceased, was the inventor of the machinery, but I do not know whether it was patented or not. This tank contained carbolic acid, and I presume this was the cause of the explosion. The engineer in charge of the engine and boilers had nothing to do with the tank in which the carbolic acid was contained. The engine proper was tested only six days ago and found to be all right. Mr. Voorhies said "the work was going on finely" when I left him, and that was, I believe, the last word he ever spoke. The fires were started with a view of testing the perfection of the machinery.

THE LOSS

upon the building and machinery is estimated at $15,000, upon which there is no insurance. The Coroner, Dr. Jones, viewed the bodies, and will hold an inquest upon them to-day.

THE EAST RIVER BRIDGE.

The Work Assuming Shape—The Caisson for the Great Tower on the Brooklyn Shore.

Yesterday the East River Bridge Company entered into contract with Messrs. Bell & Webb for the construction of the caisson upon which is to rest the foundation of the tower on the Brooklyn shore. The cost of the caisson will be $200,000 and weight of the structure not less than 3,000 tons. Mr. William C. Kingsley, of the firm of Kingsley & Keeney, has been appointed by the executive committee general superintendent of the work. The upper slip of the Fulton Ferry Company is the location decided upon for the central point of the tower. It will extend to within ten feet of the second ferry slip, while on the opposite end it will encroach upon the coal yard of Marston & Powers. The cost of the change of the bridge will be about $250,000. Operations are to be commenced at once. The woodwork at the old docks and piers will be torn up and everything down to low water mark will be removed. The bottom of the river will be excavated to a depth of twenty-two feet below high tide. The space to be cleared and levelled is 170 feet long by 102 feet, extending out into the river. Divers will be employed to remove the obstructions at the bottom, and blasting will have to be resorted to.

The caisson is like a large scow, or flat-bottomed boat, turned upside down; nothing more. Then, if one imagines its being sunk to the bottom of the river on a level space prepared for it that the water is forced out of the boat, or "air chamber," as it is called, by means of compressed air; that workmen are sent down into the chamber in a shaft cut through the top of the caisson (bottom of the boat) who, with the aid of calcium lights, dig out the material beneath them, which is hoisted up to the world above; that they continue excavating until the proper depth is reached, the caisson sinking, and, of course, on a perfect level as the work progresses, and that the "air chamber" is last of all filled up with cement, a general idea can be formed of the way in which the foundation of the tower will be laid.

Experiments which have been made on the quicksand bed of the East river while excavating a dry dock, prove its bearing power to be ten tons per square foot. By Mr. Roebling's plan, it is proposed to rest upon this bed a weight of only four tons per square foot. The weight of each tower is to be somewhat over seventy-five tons.

To distribute this vast weight so that no part of the pressure on the base shall be over four tons per foot, it has been decided that the area of the foundation shall be 170 feet long by 102 feet broad. This area will be composed of huge timbers resting on the sand and bearing the masonry work of the tower upon it. The timber will be twenty feet thick, and this vast mass of twenty feet by 170 by 102 will be securely bolted into one solid frame, so that the weight of the tower above can never deflect in the slightest degree at any point.

The Board unanimously hold that 300 feet high of a masonry structure could be safely and unyieldingly erected on such a timber foundation as proposed by Mr. Roebling, and that the superstructure thereon, if properly built, would easily bear the weight of the bridge and all the weight that could be put on the bridge.

The bridge company have purchased about four million feet, board measure, of yellow Georgia pine, the greater part of which is now on hand. Before the contract with the builders was made, proposals to construct the caisson were invited from all the shipbuilders in this vicinity, and their bid proved to be the lowest. A more than ordinary depth of water in front of the yard was required—not less than twenty-three feet, as when launched, the caisson will draw fully seventeen feet of water. It is to be 170 feet long, 102 feet wide—as already stated—and 15 feet deep, with a top 5 feet thick and sides of a thickness tapering from 9 feet at the top to a foot below. The time required to build it will be about four months. As soon as it has been set afloat it will sink to within eighteen inches of the surface of the water; and when the proper time arrives it will be towed down to the ferry and placed in position ready for being submerged. This is to be accomplished by building on the top of the caisson successive layers of timber and concrete to a height of twenty feet. The weight of the caisson, with this twenty feet of timber and cement above the "air chamber," will be 11,000 tons.

The material excavated is hoisted from the "air chamber" through two water shafts by means of dredges, and as it is raised the caisson sinks, being uniform undermined round the four edges and throughout its whole extent. As the caisson thus gradually sinks the mason work, enclosed in a coffer dam, is in progress on the top of the timber, thus adding the necessary weight. Access is had to the "air chamber" by means of two air shafts three feet in diameter. The depth to which it will be probably necessary to go into the bed of the river, will be about fifty-five feet below high water mark, so that all the timber of the foundation will be enclosed in the sand and other material through which an excavation has been made.

THE BROOKLYN COURTS.

SUPREME COURT.

Fifty Dollars Damages Recovered for Slanderous Utterances.

Before Judge Gilbert.

Rosa Miller and Henry Miller vs. Leopold Lovenstein.—Mrs. Miller, the wife of Henry Miller, brings suit to recover the sum of $5,000, as damages for alleged slanderous words stated to have been uttered by the defendant on the 5th of August, 1868. The defendant is a dry goods dealer, and it is alleged that the words complained of were uttered in the house No. 60 Ewen street, where all the parties to this suit were then residing. Plaintiff alleges that she had been married sixteen years, is the mother of five children, and that she is, and always has been, a chaste and virtuous woman, and acted the part of a good and dutiful wife both towards her husband and in her conscience. She further alleges that on or about the 5th of August, 1868, defendant, in the presence of several witnesses, called her a vile name and accused her of being improperly intimate with other men during her husband's absence, and that he had seen her do so. He further charged her with being worse than any woman of the street, and that he could prove it and send her to the State Prison for stealing. Plaintiff states that in consequence of the words uttered by the defendant her reputation has been so damaged that many of her friends refuse to speak to her, and that the happiness of herself and family has been destroyed, and she therefore brings this suit to recover the sum of $5,000 as damages for the injuries alleged to have been sustained in consequence of the words said to have been uttered by the defendant. The answer of the defendant was a general denial. After a short deliberation the jury rendered a verdict in favor of the plaintiff for fifty dollars.

Suit for Damages in a Stock Transaction.

William M. Baker vs. Drake Brothers.—This action, which has been on trial for several days, was brought by plaintiff to recover damages for the sale of 500 shares of Chicago and Alton Railroad stock without reasonable or proper notice to the plaintiff. On the trial it appeared that plaintiff had had several stock transactions with defendants and deposited with them $1,200 as margin in January, 1868, on which margin said stock was purchased. There was a severe panic in the market in November, and the stock declined so that on the 6th defendants claimed the margin was exhausted. They then wrote plaintiff several letters demanding margin and threatening to sell out the stock unless plaintiff responded, but defendants did not specify in these communications the time when or the place where the stock would be sold. On the 14th of November, in the morning, one of the defendants called on Mr. Rogers, who was plaintiff's agent, and notified him that plaintiff's stock would be sold if additional margin was not given. About half an hour afterwards Rogers sent a check to defendants, but before the messenger reached their office they had sold the stock. Defendants also claimed that these transactions were made under a written contract, warning notice of sale, which in 1866 they had made with Mr. Rogers.

Plaintiff's counsel contended and the Justice charged the jury that the defendants were the pledgees of the stock and that the plaintiff was entitled to reasonable notice of the time and place of the sale, and that if they should find that the plaintiff did not have reasonable notice of such sale he would be entitled to recover the highest price of the stock intermediate the time of sale and the trial.

The jury returned a verdict for $18,000, the full amount claimed, in favor of plaintiff. For plaintiff, G. T. Jenks and F. A. Ward; for defendants, Messrs. Scudder & Carter and ex-Judge George G. Reynolds.

THE BROOKLYN BOARD OF ALDERMEN.

The weekly meeting of the Board of Aldermen was held yesterday, Alderman Bergen in the chair. The Alderman of the Tenth ward offered a resolution, which was adopted, to the effect that the Street Commissioner be directed to notify the Bergen Street Railroad Company to cause the pavements between the tracks and immediately adjoining the same to be forthwith placed in good traveling condition, and to equip the road with substantial cars and horses, and in case they fail to comply with the request that the Corporation Counsel be authorized to cause the complaint to be submitted to the District Attorney, with a request that the matter be referred to the Grand Jury for indictment as a public nuisance.

THE ERIE STRIKE.

Nearly all the Men at Work in Jersey City—The Men Along the Road Still on the Strike.

Yesterday morning the men who had been on strike in Jersey City went to work again, with the exception of those who had been discharged, as the following telegram will show which Mr. Onslow, assistant master machinist, sent to Mr. Brown, master machinist, who is sick at Paterson:—

"The report given by Mr. Findlay is nearly correct. All the men have gone to work with the exception of the discharged men, and as no official notice is here they could not go to work."

Mr. Haverty, the chief clerk, informed the reporter that only nine men were "out" yesterday morning, and since then two had gone to work. Mr. Brown has to identify the two men who were drunk and who insulted him, and they will not be taken back. The rest can all go to work probably.

Yesterday the following conversation took place between the Secretary of the Union and a HERALD reporter:—

REPORTER—Have all your men who were on the strike gone to work?

SECRETARY—Yes, sir; all, with the exception of seven, and they can do so if they wish. Mr. Rucker was here this morning, and left orders to that effect.

REPORTER—What is the trouble along the road?

SECRETARY—It appears that a despatch was sent on Saturday afternoon by Mr. Gould to Mr. Reddington that he had told Mr. Findlay that the men should be paid by the 15th of each month if convenient, and if not, by the 25th of the month. This the men would not agree to when told by Mr. Reddington, and they are consequently still on strike.

REPORTER—What are your men going to do here?

SECRETARY—We have sent a delegation to Port Jervis to find out how matters stand, and we expect to hear from them by to-morrow. If it is not satisfactorily settled the men here will all go "out" again.

REPORTER—Have you not heard from your delegation since it went up there?

SECRETARY—We received a telegram saying that Mr. Reddington had gone to New York to confer with Mr. Gould, and that he was expected to return late that night to Port Jervis.

REPORTER—About how many men were there on the strike here?

SECRETARY—About 200.

REPORTER—Will they all go out again if their terms are not conceded?

SECRETARY—Yes, sir, and more too.

The Executive Committee of the Employers' Union met in secret session in Jersey City last evening; but it is understood that nothing of particular importance transpired.

ATTEMPTED WIFE MURDER.

At half-past six yesterday afternoon Frank Meyers, residing at 240 West Thirtieth street, attempted to murder his wife, Mary, by stabbing her in the left breast with a large dirk knife, inflicting a serious wound. The parties have not lived together for a long time, but last night Meyers, paying her a visit, took umbrage at some remark she made, drew the knife from his belt and attempted to take her life. The wounds were dressed by Police Surgeons Otis and Renney, who pronounce them of a serious nature. Meyers was arrested by officer Houghton, of the Twentieth precinct, and locked up for the night. His wife was removed to Believue Hospital in an ambulance. He will be arraigned at Jefferson Market, before Justice Dodge, to-morrow morning, and complaint preferred against him.

THE MISSING BANK CASHIER.

FARMERS' AND DROVERS' NATIONAL BANK,
SOMERS, WESTCHESTER COUNTY, Oct. 25, 1869.

TO THE EDITOR OF THE HERALD:—

We notice a communication in Sunday's HERALD stating that the cashier of the above named bank had absconded. He left unexpectedly, and we presume from indications that he must have been insane. So far as examined we find the accounts with the bank correct.

WILLIAM BAILEY, President.
WILLIAM MARSHALL, Vice President.

UP TOWN TRAVEL.

The Street Commissioner Interviewed—Madison Avenue to be Cleared Immediately.

The Nineteenth Ward Citizens' Association, of which Mr. John Foley is president, have been agitating the means of communication between the upper and lower ends of the island, especially on their own side, with much success. They have "interviewed" the Mayor and induced him to present their petition to the Common Council, they called on Commodore Vanderbilt, were courteously received by him and recommended to "see William." They accordingly went to "see William" and obtained from him the promise that if Madison avenue were freed of the encumbrances the Harlem Railroad Company would, at once, lay down their tracks and run the horse cars up the avenue in accordance with the provisions of the charter which the company hold. The association were given to understand that the Street Commissioner could direct the removal of the interfering encumbrances, and they determined, therefore, to "interview" the Street Commissioner on the subject.

At noon yesterday a portion of the committee appointed to wait on the Street Commissioner called at that functionary's office and "sent in their card." They were invited to walk in, and were ushered into the anteroom. Presently the good natured looking George W., in shining velvet coat and vest, entered the room, smiled benignantly on the gentlemen present, went through the ordeal of personal introduction, assured them that he had an idea of the object of their calling, and asked what he could do for them.

Mr. TOWNSEND then addressed Mr. McLean; told who they were; what their grievances were; told how they had "interviewed" Commodore Vanderbilt and Mr. William Vanderbilt; what they had said to these gentlemen and what these gentlemen had said to them; told how that they represented 100,000 good people living above Forty-second street on the east side, and told a great deal more bearing on the subject, the main points of which have heretofore appeared in the HERALD. Mr. McLean during the address stood leaning against a glass case at one side of the room, his right hand half inserted in his pantaloons pocket, and with the thumb and forefinger of his left hand thoughtfully twisted one particular, unfortunate hair near the centre of his natty mustache. Occasionally he nodded approvingly, like a Chinese figure in a tea store window. Mr. Tweed had entered the room during the address, and after waiting a few minutes he suddenly interrupted the speaker by asking, in his peculiar business-like manner, "What do you want this department to do?"

Mr. TOWNSEND—Well, Mr. Vanderbilt says that he will go on and give us the railroad up Madison avenue. He says he could do so now, but there are certain obstructions between Forty-second street and——

Mr. TWEED—Mr. Vanderbilt says there are certain obstructions to prevent him from going on with his road? Let Mr. Vanderbilt state in writing what he wants us to do and we'll do it. Just let him say what he wants done, so that there will be no cavil, and we'll do it. So that ends the matter.

Mr. FOLEY then said that he as president of the association had informed Mr. Vanderbilt that they had the people up there all with them on this subject, and that they would do certain things in having the dirt removed and getting authority from Albany to run the railroad up as far as——

Mr. TWEED—Well, I tell you, just let Mr. Vanderbilt state what he means for us to do and we will do it. I want to have the thing done, for I'm pretty well interested in real estate in that section.

Messrs. Foley and Tweed here got into a little argument, the former insisting that Mr. Vanderbilt meant just what he said, "that he would go right on as soon as the obstructions were removed," and the latter reiterating the provision to "have Mr. Vanderbilt put down what he wanted done, so that there would be no cavil and it will be done." Finally, as if to end the matter, Mr. Tweed said, "Well, I'll authorize your committee to have the dirt removed, and send the bill to me and I'll pay it. You can have it done to suit yourselves and Mr. Vanderbilt and I'll pay for it. Of course I'll expect you to be as careful as if you were paying for it yourselves."

This seemed to satisfy the committee, and they were about to withdraw, when, in the course of conversation it came out that there was a large quantity of building material encumbering the avenue near the lower end. Mr. Tweed said that he would send up one of the inspectors of encumbrances and have the building material removed. He then bade the gentlemen "good morning" and turned to converse with Supervisor Willman, who had also called to "interview" him, leaving Mr. McLean to show the committee out. Mr. Foley asked when the committee would see the inspector whereupon Mr. Tweed, at the other end of the room, said hurriedly, "Now, right away;" and then gave a "full stop" ferryboat ring on an office gong, and told the attendant who answered it to send the Superintendent of Encumbrances. Presently a young man from the bureau of encumbrances made his appearance, and was directed by Mr. Tweed to "meet these gentlemen to-morrow morning, at eight o'clock, at the corner of Forty-second street and Madison avenue, give them fifteen minutes, see what building material is in the street and have them removed within forty-eight hours."

This assured the committee and they thereupon withdrew.

Mass Meeting at Terrace Garden—A Split in the Organization and Almost a Row—The Name of the Association Changed by the Malcontents.

A large and enthusiastic mass meeting of the citizens of the Twelfth and Nineteenth wards was held last evening at Terrace Garden, under the auspices of the Citizens' Association, the President, Mr. John Foley, in the chair.

After the reading and approval of the minutes the chairman explained to the meeting the object of the association, which is to procure more railroad and stage facilities between the upper and lower sections of the city. They had succeeded in getting the stages to run up Fifth avenue to Eighty-sixth street, and had also succeeded in getting a promise from Mr. Vanderbilt to lay a railroad track immediately in Madison avenue. Also he had to state that at an interview with the Street Commissioner yesterday he authorized them to make such arrangements as were necessary to remove the obstructions in Madison avenue between Twenty-fifth and Twenty-sixth streets. To accomplish their objects they should elect Meyer Stern to the State Senate, Mr. William H. McCarthy to the Assembly from the Twenty-first district and Mr. Patrick McGovern to the Assembly from the Twentieth district. (Cheers.) With these three men in the State Legislature they could undoubtedly procure what they wanted.

Mr. MITCHELL, in a short speech, suggested the propriety of allowing Mr. Foley to retire from the presidency of the association, as he was a candidate for Supervisor, and that a new chairman be elected in his place to preside over an organization of the three wards instead of two.

The PRESIDENT suggested that the association be known hereafter as the Twelfth, Nineteenth and Twenty-second Wards Citizens' Association.

A motion was made that the Chair recommend a committee of five to nominate permanent officers for this meeting, which was carried—Messrs. Barrett, Hugh Mitchell, Moran, John Kavanagh and Morgantheiler. The committee recommended for chairman, John Foley; for secretary, Henry H. Morange; for vice presidents—Twelfth ward, Henry Clorson; Nineteenth ward, John Kavanagh; Twenty-second ward, Frank Blessing, which were put to the meeting and declared elected.

Mr. MEYER STERN was introduced to the meeting as their next Senator, and proceeded to address them. He said he should be very happy to serve his fellow citizens if elected, who desire an honest and economic administration of public affairs. When he saw year after year the corruption of the Tammany ring and the citizens overtaxed for the purpose of enriching private corporations he thought it was time for him to come to their assistance and accept a nomination, which he had refused several times heretofore.

A preamble and resolutions were then read and carried by acclamation, in which Tammany Hall was severely denounced for their corruption, and H. W. Genet, as Senator from the Eighth district was also overhauled. Meyer Stern was then put in nomination for the office of Senator and the nomination ratified amid much enthusiasm.

The following resolution was also declared adopted, after which the meeting adjourned in great confusion, there being evidently several parties in the audience who wished to create a row, and many of whom opposed the resolution in the most boisterous manner:—

Whereas John Foley, the Chairman of this Association, has been placed in nomination for the office of Supervisor by various organizations of his fellow citizens; and, whereas the zeal, efficiency and vigor Mr. Foley has shown in behalf of this association deserves and has secured our confidence and esteem, and shown him to be just the man to effect a reform in that sink of corruption, the Board of Supervisors, he having been mainly instrumental in securing in a few weeks (stages on Fifth avenue to Eighty-sixth street and horse railroad on Madison avenue to be completed before New Years) relief which the people of the Twelfth and Nineteenth wards have sought during as many years; therefore

Resolved, That we do most heartily commend John Foley as a candidate for Supervisor to the votes of the people of every part of this city and of every political party.

Resolved, That this association hereby constitute itself a vigilance committee, every member of which shall give his time to calling upon the voters in this district, and shall also attend at the polls on election day to use every honorable means to secure Mr. Foley's success, as well as that of Wm. H. McCarthy for the Twenty-first Assembly district and Patrick McGovern for the Fourth district.

Mr. Foley and the regular officers of the meeting having left the house a meeting was organized, amid wild confusion, by the nomination of Mr. Marshall, of the Nineteenth ward, as chairman.

Mr. MEYER STERN again took the platform and endeavored to pour oil on the troubled waters. He stated that neither Mr. Foley nor Mr. Cohen should have been brought up in this meeting, as it was not the original intention to do so, the meeting being simply called to ratify the nomination heretofore made for Senator.

The nomination of Mr. Stern for State Senator was then ratified by acclamation.

It was resolved that the association should now style itself the Eight Senatorial District Citizens' Association.

Meeting No. 2 then adjourned.

THE RONDOUT BUTCHERY.

Insanity or Murder—Horrible Scenes of Blood—A Woman's Head Literally Chopped to Pieces—The Murderer Seeks a Second Victim, but Failing in His Purpose Destroys Himself.

RONDOUT, Oct. 25, 1869.

Ponckhockie is a locality situated about a quarter of a mile north of this place on the Hudson, and on Saturday evening last was the scene of one of the most horrible tragedies, in which, driven mad by the stings of jealousy, a ship carpenter named Joseph P. Wood was the actor and his wife the victim.

THE PRINCIPALS.

Joseph Wood was about forty-five years of age, a strong built man, of medium stature and of moody disposition. He had been married once before, but left his wife, with whom he did not live happily. His habits were dissolute. He served in the war, and after his term of service had expired married his second wife, who was quite young and pretty, being only about twenty-one years of age at that time.

Martha Wood was about twenty-five years of age, and despite the fearful wounds upon her face to-day traces of beauty are still visible. Her maiden name was Martha Waroell, and her parents are residents of Dutchess county, near Milton Ferry. Since their marriage three children have been born to them—one, a boy, is still living and is tw and a half years old. The others were twins and died last winter. All three lived at Ponckhockie, on the road to Kingston Point. On Saturday evening, about seven o'clock, Mrs. Grimes, with whom they lived, heard a scuffling on the floor below, and heard Mrs. Wood cry, "Oh, Josey, Josey, don't kill me!" and it seemed to her as if somebody had fallen against a stove. She immediately called to her mother, "Joe Wood is killing his wife; run for help." Her mother, Mrs. Gurry, an old lady, ran down the road calling for help. A number of men answered and ran to the house, but all were afraid to enter until George Metcalf came, when he tried the door, but finding it locked, he called to Wood by name to open it. Wood came to the door, flung it open and stepped back to the back part of the room. The first thing Metcalf saw was Mrs. Wood lying on the floor near the door horribly mangled and covered with blood. He sprang over her toward Wood, and found him flat upon his face and exclaiming "O, dear, O, dear." Metcalf then turned to see if Mrs. Wood was dead, and while he was bending over Mrs. Metcalf, who had come in, saw Wood get up, walk toward the bedroom door, pick up a razor and turn toward Metcalf, as they thought, with the intention of stabbing him in the back. Metcalf quickly whirled around, when Wood raised his hand as if to cut his own throat. Metcalf seized his hand and pulled it down, when he made another attempt and Metcalf pulled his hand away again. Wood then made a thrust at Metcalf's throat. Mr. Metcalf's wrist was lame, and, being an old man, felt that he could not hold him, so he sprang to the door, calling for the men outside to come in and help him, but they ran away. In a minute he was back, but too late, for he was only in time to see Wood fall full length with his throat cut from ear to ear. The neighbors then flocked in, and a horrid sight was presented. Wood lay upon his face, with his throat cut to the bone and bleeding copiously. In the centre of the room was a great pool of blood, and in front of the lounge near the door lay Mrs. Wood, a ghastly sight, with her head hacked and mangled and great gaping wounds across her face and throat, the back of her skull broken and her arm gashed and her neck broken. The lounge was soaked with blood and the wall back of it bespattered with it. On the wall was some hair clotted with blood, and in her hand was also some hair. On Mrs. Wood's face, neck and head were found eleven wounds. They were all made with a dull, heavy axe, which was found in the room, the wretch having literally chopped her to death. In the bedroom adjoining lay the little son of the Woods sleeping quietly; upon the floor were found bloody footprints and a towel upon the bed upon which Wood had wiped his hands. It is thought that he was about to kill little George when Metcalf called to him. The room where the tragedy occurred is an ordinary sized sitting room and kitchen, sparsely furnished with a lounge, a few chairs, a small cook stove, a couple of small tables, and upon the walls a couple of cheap prints. Upon the mantel a clock was ticking and a cheap looking glass hung upon the wall. Nothing in the room showed any sign of a struggle except the stove, upon which a pot and the lids were tumbled. A scanty rag carpet was upon the floor and this was soaked with blood.

THE CAUSE OF THE CRIME.

Different opinions are expressed as to the probable motive of the murder, but the true cause undoubtedly was that Wood was crazed by jealousy, which worked upon his mind, while it was stupefied and weakened after a long debauch. He and his wife were never known to quarrel, she giving in to him in all matters with the exception of the sale of the property at Sleightburg, the deed for which she refused to sign because he had sold it while in a state of intoxication. They had a difference on this; but it is not known that they had any serious quarrel. Wood had been drunk for about two weeks; but during the week he had been pretty sober, but very moody and low-spirited. One of his neighbors, James K. Wood, observed his depression and asked him on the fatal Saturday what was the matter, telling him he feared he was brooding over something which would come to no good. Joseph replied that nothing was the matter. On the Thursday before he went to Newburg after his wife and child, and came home appearing to be on good terms with his wife, and she, a bright little body and possessed of some good looks, appeared to be in excellent spirits and smiled and chatted gally as she walked along with him. On Saturday morning he borrowed a pen and ink of James K. Wood, and probably wrote the letter found upon him, which gives the clue to the cause of the crime.

On Saturday he also stopped at Mr. Wardell's, expressing great anxiety to see him immediately, saying he would write to him and yet met him a few hours after and seemed to have nothing to say to him. He told Wardell's wife he was going up the canal on Monday to work, but he told Mr. Hendricks that he would come to Gokey's shipyard on that morning and go to work. He spent a long time writing on Saturday, and it appears from the letter that his mind must have been in a very disordered state, as the letter is disconnected, wild, unfit for publication and almost undecipherable. From what can be deciphered of the writing it appears that he suspected his wife's fidelity to him, and had brooded over it for a long time. In the letter he says that he gave up a job on the railroad to come home and watch her and find "them" out; that he had been in Newburg to find out about her. He says he saw her in criminal intimacy with two or three men, and that he has only been her tool to make money for her. He accuses another man of being the father of his child, and says he must have her life. He closes the letter with bidding his beloved mother and sister goodby, and hopes God will save him, and also requests that he be buried just as they find him with his clothes on. From all that the neighbors observed his suspicions were unfounded. It is not known that Wood had ever communicated his suspicions to any one, but he brooded over them in silence until he was wrought up to the crime of putting his wife out of the way and ending his own life. He is said to have received some anonymous letters telling him that he was not the father of little George. He appears also to have had some monetary trouble and to have felt the pressure of poverty, as he complains in his letter that he has a house full.

So far as her neighbors know Mrs. Wood has always conducted herself properly, and the suspicions that her husband entertained are generally thought to be baseless. His former wife married after hearing that he was drowned, and is living at Ellenville, where Wood and she also resided while they lived togethe. She is said to be a very fine woman and of good family.

The scene of the tragedy was visited on Sunday by upwards of 2,000 people.

This morning Coroner Haggerty held a final inquest upon the remains. The verdict has not yet been rendered.

A SMALL SIZED FISK AND VANDERBILT WAR.

The Cedar Lawn and the Riverside Horse Railroad Companies both have power, by their charters, to lay tracks through West street, Paterson, N. J. It became known to one company that the other was to commence work yesterday morning. The result was that daylight dawned upon two sets of laborers at work on the same ground, superintended by the moving spirits of both enterprises. Mr. James Crooks, of the Cedar Lawn Company, from his wide awake, sudden movements, has long been termed the Jim Fisk of Paterson, and as soon as the spectators comprehended the situation they christened Mr. Jacob Mercelis, of the Riverside Company, as Commodore Vanderbilt, Jr. All the morning the rival gangs worked side by side, oftentimes crossing shovels and picks in the same excavation. The street was crossed here and there by the lines of the two routes (which are of different gauge) until the surface bore the appearance of a huge gridiron, while piles of ties, stringpieces, rails, &c., for both corporations, almost blocked up the street. The presidents of the companies ran hither and thither (Fisk on his gray horse) hunting up charters and musty papers filed up with pink strings, and several lawyers gathered on the spot, attracted by the savory flavor of what to them looked like a fat job. But for the good nature between the laborers an armed conflict with shovels and picks might have been the result. Thus matters continued until afternoon; a guard remaining on the ground during the dinner hour. In the afternoon, however, the rival kings met and held a consultation, which resulted in a compromise. It seems that both parties desired a certain spot on the corner of Broadway for curves and switches; but a satisfactory arrangement was at length made, both wisely partially backing down so that both could be accommodated with the coveted spot. The affair caused considerable excitement during the forenoon; but the Paterson folks stood by and grinned with the satisfaction that whatever the result there was a good prospect that the much needed horse railroad be completed at last by either one party or the other.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises.....	6 23	Moon rises.....eve	9 45
Sun sets.....	5 04	High water.. .eve	12 12

PORT OF NEW YORK, OCTOBER 25, 1869.

CLEARED.

Steamship Holsatia (NG), Ehlers, Hamburg via Plymouth and Cherbourg—Kuhlardt & Co.
Steamship Feril, Merrill, New Orleans—Spofford, Tileston & Co.
Steamship Albemarle, Roberts, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship Hatteras, Blackwood, Norfolk, &c—Old Dominion Steamship Co.
Steamship Franconia, Bragg, Portland—J P Ames.
Bark Alex McNiel, Lawton, Valparaiso—Fabbri & Chauncey.
Bark N K Clements (Br), Kelly, Rotterdam—Boyd & Hincken.
Bark Uller (NG), Strack, Trieste—Funch, Edye & Co.
Bark Bidwell (Br), Baker, Bordeaux—Boyd & Hincken.
Brig John G Hall (Br), Cosman, Cork—Jas Edmiston & Co.
Brig Carmine (Ital), Caberio, Gibraltar for orders—Funch, Eye & Co.
Brig S A Holbrook (Dan), Borstel, St Thomas—Peniston & Co.
Schr Clara Thompson, Hanfield, Para—L E Amsinck & Co.
Schr Ada (Br), Belyea, St John, NB—Henry & Parker.
Schr Evelyn, Burger, Stamford.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHT.

Steamship Manhattan, Woodhull, Charleston, Oct 23, 7.30 AM, with mdse and passengers, to H R Morgan & Co. Had strong northerly winds from Hatteras. Oct 24, Hatteras lighthouse bearing N W, passed brig Shamrock, of Milbridge, and schr Florence I Lockwood, both bound S.

Ship Coldstream, Greenman, Liverpool Sept 24, and passed Tuskar 30th, with mdse, to John A McGaw. First part of passage had variable winds; the last 8 days strong westerly winds and rain.

Bark Tycoon (Br), Mutter, Shanghae, May 1, with tea, &c, to Wetmore, Cryder & Co. Passed Java Head July 2; Aug 8, signalled bark Beatrice (Dutch), from Adelaide for Liverpool, 91 days out; got round the Cape of Good Hope Aug 15, having been on the coast 16 days; had some hard NW gales; Aug 28, touched and sailed from St Helena; Sept 9, signalled bark Elizabeth Martin (Br), steering S; Sept 10, crossed the equator; had much calm and light weather in the northern tropic.

Bark Linda (of Philadelphia), Phelan, Milk River, Ja, Sept 25, via Delaware Breakwater Oct 23, with logwood, to Edward Ripke; vessel to Jas W Elwell & Co. Oct 16, in a heavy gale from NW, lost upper and lower foretopsails and fore staysail; Oct 4, A Butler, seaman, of England, died and was buried at sea; 5th, Thos Gorman, of England, died and was buried at sea.

Brig Frank Clark (of Damariscotta), Barstow, Omoa, Hon, Sept 20, with cedar, fustic, &c, to J Leayeraft; vessel to B F Metcalf & Co. Experienced light winds and calms nearly the entire passage. Oct 11, lat 23 55, lon 83 30, exchanged signals with bark Bridgeport, steering W.

Brig Jenny (NG), Lauretsen, Porto Cabello and Laguayra, 24 days, with salt, to Rooner, Graves & Co. Had light winds and calms the whole passage.

Brig Virginia, Johnson, St Martins, 23 days, with salt to Woodruff & Robinson; vessel to S R Reynaud & Son. Had calms and squalls up to lat 32 N; since strong NW gales. Oct 23, lat 35 45, lon 74 40, spoke schr Pisciatagua, from Nassau for Baltimore.

Brig Mountaineer (Br), Smart, Labrador, NF, 24 days, with lrsh to B F Currie. Had strong westerly gales the whole passage.

Brig Nathaniel Stevens, Saunders, Calais for Philadelphia, 10 days, with wood, to master. Put in this port on account of head winds.

Schr Malvina Jane (Br), Smith, St John, NB, 12 days, with laths to Jed Frye & Co.

Schr Seguin (of Bath), Call, Jacksonville, 11 days, with lumber to Eppinger, Russell & Co. Had light northerly winds the whole passage.

Schr Conservative, Kempton, Charleston, 8 days, with lumber, &c, to Jonas Smith & Co.

Schr D L Wetmore, Newbern, NC, 5 days, with naval stores, to Thomas & Holmes.

Schr G Willey, Wilson, Wilmington, Del.

Schr J C Irving, Johnson' Virginia.

Schr D Hastings, Tilton, Virginia.

Schr Essex, Edgerton, Philadelphia for Providence.

Schr Salmon Weshburn, Cook, Philadelphia for Taunton.

Canal boat K Tremble, Wheeler, Ottawa, CE, 40 days, with lumber to C H Pratt.

Canal boat L Corning, Bailey, Ottawa, CE, 40 days, with lumber to C H Pratt.

The ship Melrose, which arrived the 24th inst, reports str