FEARFUL STORY OF A SHIPWRECK.

Loss of the Whaling Schooner Susan N. Smith, With Nineteen of the Crew, the Captain's Wife and Two Children—The Captain and Four Seamen Saved—Eight Days Without Food or Water.

[From the Hartford (Conn.) Courant, Nov. 1.]

Only brief despatches by cable concerning the loss of the whaling schooner, Susan N. Smith, of Boston, in August last, have been published, and none of the foreign papers have given more than a brief account of the disaster. Captain Job P. Rounseville, master of the vessel, has arrived in this city and is now stopping with his brother-in-law, James L. Chapman, Esq., No. 251 Asylum avenue. From him we have a full and complete narrative of the terrible occurence, which is one of the most remarkable cases of shipwreck on record. The schooner sailed from Boston on the 20th of February, 1868, on a general whaling voyage in the Atlantic Ocean. She was a stanch, thoroughbuilt craft, capable of encountering the roughest weather.

MRS. ROUNSEVILLE AND CHILDREN.

Mrs. Rounseville, with her two children, a bright little girl of eight years and a promising boy of six, had frequently visited in Hartford, during the absence of her husband, at Mr. Chapman's, and very many people upon the hill made her acquaintance and formed a most favorable impression of her character. She was here during last spring, and on the 20th of April left on a vessel belonging to Elisha T. Smith & Co., for Barbados, where she was to meet her husband and join him in his voyage. She reached there on the 13th of May, and on that very day, only two hours after her arrival, her husband's vessel came into port and soon the family was united. Setting sail from Barbados, with officers and crew to the number of twenty-four, Mrs. Rounseville and children making twenty-seven persons in all on board, the vessel proceeded to the island of Dominique; but nothing of special account transpired until the hour of the dreadful catastrophe came.

A TORNADO.

On the 28th of August the wind had been blowing fresh, and continued into the night; but it was nothing like a gale of wind. At two o'clock the next night so severe was the tempest that all bands were called to close reef the sails, which was done speedily. Half an hour later the wind blew a perfect hurricane; yet under close sail the vessel was kept off before it, and plunged madly through the heavy sea, the high-rolling waves making clear over her decks and sweeping every portable thing away. At three o'clock the gale, still growing more furious, tore the sails from their fastenings as if they were paper balloons, and, at the same time, a heavy sea washed the decks from stem to stern again, and every small boat was carried into the ocean. The vessel then ran under bare poles until about four o'clock, when she "broached to"—that is, came to the wind—the man at the wheel evidently losing all control of the helm. He had been obliged to steer by the wind, as the compass in the midst of the gale gave no direction whatever, but constantly whirled around and around. This was the critical time. Could the original course have been taken the struggling vessel might have rode out the storm in safety, but the fatal turn of the wheel had lost control of everything and it was now life or death—an earnest struggle to save in the face of overwhelming disadvantages.

THE CAPTAIN'S EFFORTS.

Captain Rounseville had left his wife and children in the cabin when first his services were required upon deck, but he had no fear then that the vessel would be wrecked. He realized the severity of the storm, but had confidence in his vessel, and so long as she was kept steady with the wind he apprehended no danger. The "broaching to" was not looked for; it came suddenly, and then there was desperate work to do. Just as soon as this took place the high sea buried the vessel's rail some two or three feet under water. Captain Rounseville immediately seized an axe and went forward to cut away the foremast, in order that the vessel might right up. After cutting the rigging all clear he found the mast would not fall and commenced cutting that, but had not given more than two or three blows before the schooner began to go over gradually, and in half a minute, at the longest, the masts were lying upon the water, the vessel was clear over. At this time the wind was blowing like a hurricane and roared like heavy thunder. The sea was chopping ugly and dashing in wildly from all quarters. The going over and all was so quickly done that the captain could not change his position to get aft where his wife and children and most of his crew were; for, as soon as the masts touched the water, the vessel settled down bodily, and he was washed away from the foremast. After being in the water two or three minutes—most of the time under—he washed against the rigging of the mainmast and caught there, getting badly hurt in the breast as he brought up heavily against the spar. He got on to the rigging at the top of the mast, by crawling through the rattlings, and there found nearly the whole crew and the officers collected and holding on to ropes and chains. While there he secured himself with a rope, and the first mate did the same.

TWENTY FEET UNDER WATER.

Here were twenty or more men in the rigging. Just as the captain and mate had got secured a very heavy sea swept over the ill-fated schooner and buried the mast fifteen or twenty feet under water. Captain Rounseville says that he thinks he was under water at least a minute; he came up strangled and gasping, and when he could look about him he found that all were gone except himself and the mate. Another furious sea swept over and broke their fastenings, and both went under water. The captain does not know how long he was buried, but he never expected to rise again, though his head struck against something, and he found he was in the rigging at the end of the mast, and by clinching in between the cross-trees he secured himself again. Here he saw the mate trying to get hold of some portion of the rigging, but he didn't succeed, and the poor fellow dropped away and was never seen again.

MORE MEN DISCOVERED.

Captain Rounsville also found here one of the crew, who had been washed away, holding on to the rigging, and an hour later another man swam up and got hold of the mast. When daylight came two men were discovered sitting on the vessel's bow. These men had been in the forecastle, and when the schooner went over got out, and as the mast broke secured a place to hold on till the hull partially righted. At about half-past seven o'clock one of the officers came in swimming and got on the deck, but, after speaking a few words to those on the bow, laid down and immediately died from exhaustion. He had been in the water about three hours, and was naked and chilled. At about the same time one one of the men found on the mast left and succeeded in getting on board the vessel, the only portion of which out of water was a part of the port bow. The other man in the rigging was washed away and drowned.

THE CAPTAIN GETS ON BOARD.

Now left alone on the mast Captain Rounseville found it exceedingly difficult to sustain himself. Every sea that washed over the prostrate spar buried him from two to ten feet under water, barely giving him time to catch breath as each rolling wave in turn covered him. So often were these seas upon him that three or four times a minute he was under water and the waves dashed against him with terrific force. At two o'clock in the afternoon the mast slewed around and the men on the vessel got a rope to him, and by his aid he was drawn on board to keep company with the other survivors there awaiting their fate.

THIRTY HOURS MORE.

Nothing of special interest occurred during the following thirty hours; all this time, through the dismal watches of the night, the rescued, but not yet saved, men held firmly to their places, hoping for help in the coming day. On Monday afternoon another of the crew swam toward the vessel and joined the others—now five in all. He was seen for two hours before he came up, and was floating on a cabin door, on which he had been for thirty-six hours. All that these five men had to hold them was a portion of the rail, about six feet long and eight inches wide. Here they sat, with their feet on the stanchions, making fast to each other.

GOING TO THE CABIN.

On Wednesday, the condition of the weather and of the vessel was such that the captain was able to go to the cabin. He had hoped that he might learn something of the fate of his loved ones, and it was also desirable that something to eat or drink should be found, if anything remained, but the cabin had been washed completely out, and neither the bodies were discovered, nor could anything be got to appease hunger or thirst. This was a bitter disappointment, for it had been believed that when the cabin could be explored, provisions would be obtained, and it had now been four days since a particle of food had been eaten or a drop of fresh water tasted. It was with heavy hearts that the sufferers returned to their narrow sitting place on the rail, with but little hope left to encourage them. One ray of hope came, however, as a barrel was discovered floating out of the vessel. Thinking that it might contain provisions of some sort two of the men started for it, and, after two hours' steady work in the water, secured it, but found to their disappointment that it was a barrel of epsom salts.

DESPAIR IN SIGHT.

All through the week the captain and his four companions clung to the wreck—eight days without food or water. There is hardly another such a case on record. The testimony of all is that the thought of food scarcely entered their minds, but there burning thirst nearly drove them to distraction. Eight days without a drop of water!—what a miracle of suffering!—what heroism that can outlive such a terrible ordeal! It came to pass, through this dreadful parching, that neither one could talk. Each tongue was swollen and hung without the mouth. As it touched the roof of the mouth it glued there and scaled off in large flakes. Such suffering as was experienced cannot be described. It was fearful beyond telling. On Sunday morning the first sail that had been in sight since the disaster occurred appeared, some distance off, too far off to be attracted. The little hope that was excited suddenly departed as the whitened sails were lost to view in the distance. But two hours later another vessel came in sight about three miles off, and here was new hope to the wretched men; but the vessel passed on, unattracted by the low lined of the wreck.

THE DELIVERANCE AT LAST.

These two last and disappointments led to the raising of a signal of distress and an old blue coat was hoisted. At about four o'clock in the afternoon another vessel appeared about four miles off to the windward and before dark the captain of this vessel, Captain Ogley, of the ship Flatworth, *en route* from China to London, discovered the wreck and by dark had got within 100 yards of it. He got out a boat and sent it alongside. Captain Rounseville and his companions were so weak that they could not stand, and by another day N the longest, must have perished, and as the boat came up they slid into it helplessly and were taken to the Flatworth, where every attention was paid them by the kind-hearted Englishman in command. When taken off two of the sailors were entirely naked, as they had been during the whole week. The sun had blistered them, as it had the captain and the others. All were the merest skeletons. Captain Rounseville, who weighed before the wreck 190 pounds, had lost nearly ninety pounds in his eight days of suffering. A teaspoonful of brandy was given each one to start with, but even this was too much for their shattered systems, and very soon after reaching the ship all were unconscious, and remained in that state for two days. On reaching London the survivors were removed to the Sailor's Home, in Well street, where they met with every attention. As soon as he was able Captain Rounseville published a card of thanks to Captain Oxley, and took measures to communicate his gallant conduct to the American Consul, through whom the government will be advised, and will undoubtedly make some suitable acknowledgment.

THE LOST AND SAVED.

The following is the only published list of the lost and saved, and does not include, by name, those of the crew who were foreigners:—

Lost.

Mrs. Rounseville and two children, Mattapoisett, Mass.
George W. Fox, first mate, Milton, Mass.
Josiah W. Bates, second mate, Sandwich, Mass.
Joseph Young, boat steerer, Princeton, Mass.
William O. Eager, New Hampshire.
Edward Roberts, Lancaster, England.
Frank Hussey, Beverly, Mass.
Henry W. Bolles, Hartford, Conn.
Edward Bedell, Somerville, Mass.
Hugh Cameron, Nova Scotia.
Joseph Bartlett, New York city.
Isaac Aiken, New Hampshire.
And eight others, residence unknown, all foreigners.

Saved.

Job P. Rounseville, master, Mattapoisett, Mass.
Martin Cavanaugh, Clarendon, Vt.
And three Portuguese.

GENERAL REMARKS.

Captain Rounseville is still suffering from the effects of his terrible experiences, and both mentally and physically is greatly prostrated. He says he did not expect to live when the waves first washed him overboard. He could not swim, and made no effort to save himself further than to catch hold of the rigging as he was washed against it. All the good swimmers on the vessel were lost. He says if he could have reached the cabin, where his wife and children were, he would gladly have died with them, for he feels that though he has saved his own life he has lost all that made life dear to him. He is a man about forty years of age, of pleasing manners, and talks freely, though of course sadly, of the occurrence which has been such a heavy weight upon him. In his deep affliction he will have the sympathy of all readers. The young man Bolles, of Hartford, one of the lost, was well known here. At one time he was a carrier for the *Courant*. His parents live on Park street, and it was not until Saturday that they were advised of his death, though they had heard of the loss of the vessel.

SUBURBAN INTELLIGENCE.

NEW JERSEY.

Bergen City.

BLASTING ACCIDENT—THREE MEN INJURED.—At ten o'clock yesterday forenoon a quantity of powder exploded while three men were working in a sewer, which is being excavated on Myrtle avenue, Bergen City, and the men were severely injured. It appears that the blast missed fire on Saturday, and the men were unwise enough yesterday to use an ordinary steel drill instead of a copper one in drawing it. The result was that a spark from the crefal exploded the powder and threw the men away several feet. John Thomas was burned very severely on the face and hands, but his injuries though serious are not of a fatal character. John Richards and William Annin had their faces and hands lacerated by the combination of powder, clay and sand which swept like a shower on them. They were all removed for medical attendance.

Communipaw.

COLLISION ON THE CENTRAL RAILROAD.—As the train which left Jersey City on the Central Railroad at fifteen minutes past eight o'clock yesterday morning was rounding the curve near Communipaw station it ran into a gravel train which was being switched off and which lay across the main track. The headlight of the locomotive was broken and the locomotive as well as three cars, was thrown off the track, but no person was injured. Trains were delayed two hours in consequence. The flagman, it appears, did not perceive the obstruction in time to give the proper signal and prevent the collision.

Freehold.

DROWNING CASUALTY.—On Friday night, while a fisherman, named David Slocum, who resided along the coast, was returning home from Freehold, after selling a load of fish, his team of horses, worth $800, in the darkness of the night fell into a millpond, between Shark river and the Trap Tavern, and both they and their owner were drowned.

Newark.

RAID ON COUNTERFEITERS.—Samuel Hopper, Frederick Witten and Alfred E. Turner, members, as alleged, of a counterfeit "pushing" brigade, whose operations are not alone confined to New Jersey, have been arrested recently by United States detective Nettleship, and are now in durance vile. Hopper is accused of having attempted to pass a $100 bogus bill at the Atlantic Garden, New York. He was lodged in the Tombs until a requisition for his removal here is made out.

WESTCHESTER COUNTY.

ATTEMPTED OUTRAGE BY A NEGRO.—A young lady named Peck, who has been teaching at one of the public schools in the town of Harrison and near White Plains, was assaulted a few days since while in an outbuilding attached to the school, by a negro who entered and seized her by the throat. The screams of the young lady, with those of some children who saw the occurrence, frightened the fellow off before his design had been carried out and he disappeared in the woods. His intended victim has since been serious ill. Such is the excitement in the neighborhood of the outrage that threats are made to lynch the negro, for whom the indignant citizens are keeping a sharp look out.

LONG ISLAND.

THE HOUSE OF GEORGE DAVIS, in Hicksville, was entered on Sunday night and robbed of $200 worth of goods. The village Post Office, next door, was also robbed on the same night of thirty dollars in postage stamps.

ANOTHER ACCIDENT ON THE SOUTHSIDE RAILROAD.—Yesterday morning the accommodation train on the Southside Railroad ran over a cow near Glendale and was in consequence thrown from the track, causing some little detention to travel.

DEDICATION OF A NEW CATHOLIC CHURCH.—Yesterday morning Vicar General Turner, of Brooklyn, assisted by Drs. Huber, Farley and Hubbard, performed the dedicatory services of the Church of St. Boniface, at Foster's Meadow. The new edifice is a neat and commodious one, and occupies a pleasant site at the entrance to the village. The Vicar General was accompanied by a number of persons from Brooklyn.

FAT MEN'S ASSOCIATION AND CLAM BAKE SOCIETY.

The Coming Ball and Accession of Feather Weights.

There was a small assembly of large men last night in one of the rooms of the Revere House, Broadway, for the transaction of the ordinary business of the organization of the Fat Men's Association. This association was well represented by a goodly number of the representative bodily organizations of the members, J. P. Fisk, president, in the chair.

Shortly after the assembly of these ponderous bodies in one of the small rooms of the house it was found necessary to blow off the steam that evaporated from so large a concentration of the too solid flesh by opening several of the windows. A new chair had been provided by Brother Coe for the portly, substantial, good-natured president. It had the appearance of being very fragilely constructed, but Brother Coe assured the members that it was built on principles having regard to the large and weighty body it was intended to seat, and when the chair got fitted to the burden it would no longer groan beneath the load.

The fat men propose to give a ball in Irving Hall on the 20th of December, and the members were very much exercised last night as to the arrangements. The fat and lean kind are to be there, but the number of tickets issued is to be limited. Ladies to match the fat men are to be looked after, and therefore any lady over 200 pounds may be pardoned if after this notice she is on the tip-toe of expectation. The younger and prettier she is the more eligible she will be, all other things being equal.

THE CENTRAL POLICE OFFICE.

Last night this building, which on more than one occasion has been left, as far as outward appearances go, entirely in charge of a janitress, John Duval, telegraph operator; a doorsman and a member of the Broadway squad, was graced by the presence of the genial senior inspector, as a representative of the Superintendent, and officers Irving and Moore in charge of the detective office. During the entire night this staff was on duty, and none of them for a moment absented themselves for the purpose of visiting concert saloons of questionable repute. A marked improvement is observable in the management of this important branch of the city service.

ACCIDENT TO GENERAL WOOL.—We learn that on Saturday afternoon last our honored townsman, General Wool, accidentally tripped and fell while walking on the piazza of his residence, and was quite seriously injured by the fall. He was conveyed to his chamber and immediate medical attendance summoned, and was somewhat more comfortable yesterday. We regret to learn that the health of the General has recently been failing. We hope that his wonted vigor will soon return.—*Troy Whig, Nov. 1.*

BROOKLYN INTELLIGENCE.

ARRESTS.—There were 1,376 arrests by the police in this city during the month of October.

LOST CHILDREN.—There were 114 lost children found wandering through the streets of Brooklyn during the past month and restored to their respective parents or guardians.

ARRAIGNED ON CHARGE OF COUNTERFEITING.—William L. Kempton was arraigned before United States Commissioner Jones yesterday morning on charge of counterfeiting one cent internal revenue stamps. The accused was arrested by officer L. C. Nettleship, of the Secret Service Department, near Prince's Bay, Staten Island. A press and a quantity of stamps, such as are used on matches, snoes, &c., were found on the premises occupied by the defendant. The paper used was coarse in quality and the engraving is poorly executed. Kempton was held in $10,000 bail to appear for examination on Wednesday next.

THE CARBOLIC ACID EXPLOSION.

Inquest Before Coroner Jones.

The inquest touching the late terrible explosion of a tank of carbolic acid at the works of the Robins Wood Preserving Company, at the corner of Third and Bond streets, South Brooklyn, by which catastrophe Martin Voorhies (inventor of the patent) and Michael Geoghan, a workman, lost their lives, was resumed yesterday morning.

Richard W. Trundy, assistant superintendent of the works, was called to the stand, and being reminded by the Coroner of the part of the testimony given on Friday where he left off, he continued as follows:—The fire was fed from the side under the boiler; the furnace is about seven feet by four and two doors opened into the furnace in coming from the gauges up past the cocks; I asked Mr. Voorhies if I had not better open them, and he said not to do so until the pressure became greater; the water was dripping from the head of the boiler in several small streams; we immediately tried to screw the head and partially succeeded in stopping the water; this water was the product of what had been driven from the wood by the process; there were eight barrels of oil in the tank and 10,000 superficial feet of lumber; it requires about four or six hours to treat the wood; when the oil was put into the tank it did not come within three inches of the angle irons of the boilers. The construction and location of the angle iron gutters was again gone over with. I think these gutters were full of oil, which flowed over into the oil in the boiler, and immediately the explosion occurred; in building the machine we put a piece of half inch iron near the end where the fire is, as we supposed that the extra heat would require this, while the iron need not be so thick at the other end, where it was three-eighths; the vapors referred to as issuing from the valve were only vapors, probably naphtha vapors; I think the dropping of the oil from the gutters, and their contact with the heated boiler iron, caused all the steam generated at the moment of the explosion; at this time no safety valve of any size would have been of use; I think the overflow was due to not turning the cocks; I suppose the water we saw dripping from the boiler must have been condensed from vapor at the top of the boiler; there was no evidence of a defective flue; I should have known it if there was; the head containing the gauges was carried about ten feet; both heads of the boiler were broken by the explosion; all three of us stood near the centre of the head, but as I arose from screwing it I stumbled on a board, and as I recovered I was outside of the line; the other two were left by the head; they were found pretty near the head of the other tank after the explosion; I was burned on the hands and face; I was in the air, I don't know how long, but suppose I must have lain three or four minutes on the ground after I came down; I feel pretty sore now; the coals were not blown out of the furnace; I can't account for the flames immediately following the explosion; as soon as I could stand I saw a light all around; I have seen several boiler explosions before, and that had all the appearance of an explosion by steam; it was by steam; have never used superheated steam in treating of those heavy oils; I don't know exactly what it is; (in reply to a juryman) my theory is that the water from the wood which fell into the gutters flowed over on to the heated iron and formed steam, which caused the explosion. Mr. Trundy, in answer to a question concerning the fluid in the gutters, said it was not oil, as there was not sufficient heat on to condense oil vapors; it was water from the wood, and not, as understood by several present, naphtha oil; the gas was escaping from the safety valve, probably from the oil; the reported explosion at San Francisco was not similar to this; there are now works in New Jersey which have been running every day for over three years; I think if the cocks for the drawing off of the water had been turned there would have been no explosion; I was entirely under the supervision of Mr. Voorhees, and did as he told me; I don't think any engineer could have foreseen an accident.

Mr. Alexander H. Cunningham was next sworn—Reside at 318 Clinton street; am a mechanical and practical engineer; have examined the boiler; I have the original drawing, furnished by Mr. V.; was called in to assist in its construction after it was commenced (the plans were shown to the jury); the machine conformed to the original plan with the exception of the heads being cast iron instead of wrought; there was no specification as to the thickness of the iron; I examined the heads several times; these were of cast iron with a wrought iron sheet in the centre; the cast iron was an inch and five-sixteenths thick in the extreme, when it joined the wrought iron; the wrought iron was about seven-sixteenths; cast iron expands by heat in a greater ratio than wrought iron; in equal thicknesses wrought iron will stand eight times the pressure that cast iron will.

The inquest was further adjourned until Wednesday next.

CONFLAGRATION IN WILLIAMSBURG.

Loss Nearly Forty Thousand Dollars.

At about half-past six o'clock last evening a fire, believed to be the work of an incendiary, broke out in the carriage factory of Titus & Shepherd, No. 31 Grand street, Williamsburg, and the flames spread with fearful rapidity. The factory was a two story frame building, the first floor containing several carriages and the second all the machinery and valuable property of the firm. The former was saved and the latter destroyed. Loss $10,000; partially insured. The flames then spread rapidly, producing the utmost consternation in the populous neighborhood, and before ten o'clock the following mentioned property was destroyed:—

Stable, sheds and one house belonging to Bernhardt Vath, rear of No. 29. Loss, $500; insured for $200.

Orchestrion Hall, John Gross, proprietor, 33 Grand street. Loss, $12,000; insured for $5,500. The splendid organ of this establishment, valued at $10,000, is believed to be irreparably damaged. It was not insured.

No. 10 South First street, occupied by James Ramsey, was damaged to the amount of $200.

No. 14 South First street, occupied by Mrs. Corley, sustained a damage of $3,000; insured for $2,000 in Citizens' Insurance Company. Mrs. Jane Stewart, tenant, lost furniture valued at $1,000, and Mrs. Brown, $300; no insurance.

No. 16 was owned by Thomas Price and occupied by Henry Taylor and A. Voght. Loss on building $2,000; insured. Mr. Taylor loses $1,000 on furniture and Mr. Voght $500; no insurance.

The inflammable nature of the property destroyed caused an immense volume of flame, and Williamsburgers returning from New York in the various ferryboats flocked to the scene of conflagration in great numbers, thus rendering it difficult for the police to keep Grand and South First streets, between First and Second streets, open for the firemen, but before the flames made any great progress Inspector Folk and Captain Woglom brought up a large force of men and materially aided the firemen.

"WOODMAN, SPARE THAT TREE."

Another Landmark Torn Down.

By degrees one after another of the old landmarks around which centre many historic reminiscences are disappearing, and no mementoes of them are left, except in the public institutions of the city. Yesterday workmen, by order of the Street Commissioners, made an assault upon the old tree, planted by an early Dutch settler in front of what is now known as No. 1,161 Broadway, and by six o'clock in the evening it was shorn of its veteran branches that for centuries has stood the blasts of the north winds. The work of decapitation was superintended by Captain Burden and officers of the Twenty-ninth precinct, who, about five o'clock, formed a line about it, and for some time delayed the passage of cars and pedestrians. A descendant of the old Knickerbocker who planted it stood by and watched its demolition, as limb after limb, by means of block and tackle it was gently lowered into the street. There was fully 1,000 persons present, but not one was found to exclaim:—

"Woodman spare that tree,
Touch not a single bough,
In youth it sheltered me,
And I'll protect it now."

When the men ceased work at six o'clock for the day nearly all the ancient branches had been lowered to the ground. The work will be continued to-day, and by evening not a remnant of the "old tree" will remain in Broadway to proclaim its sovereignty of the aboriginal growth. A branch of the tree has been preserved for the purpose of being placed beside the branch of the Stuyvesant tree in the office of Commissioner Brennan, in the Central Police office.

A COLORED CANDIDATE FOR IMMORTALITY.

The Eighth precinct report that at forty-five minutes after midnight this morning, Clara Stevenson, colored, of 78 Grand street, died suddenly while attending a mission church at 14 Sullivan street. The Coroner was notified to hold an inquest, the surgeon having pronounced the woman dead, but subsequently the remains indicated that the woman was in a trance, and the Coroner is thus cheated out of a fee. Notwithstanding the incident occurred early in the evening, the particulars were not secured at the Central Office from Captain Mills' sergeants until after one o'clock, at too late an hour to learn further particulars of this singular case.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	6 31	Moon rises..morn	4 35
Sun sets	4 56	High water...eve	7 12

PORT OF NEW YORK, NOVEMBER 1, 1869.

CLEARED.

Steamship Allemannia (NG), Winzen, Hamburg via Plymouth and Cherbourg—Kuhlardt & Co.
Steamship Henry Chauncey, Maury, Aspinwall—Pacific Mail Steamship Co.
Steamship Hatteras, Blackwood, Norfolk—Old Dominion Steamship Co.
Steamship Francon (A), Bragg, Portland—J F Ames.
Ship Palmerston (NG), Kolin, Hamburg—Funch, Edye & Co.
Bark Omoa (Br), Porter, Cork for orders—Miller & Houghton.
Bark Helene (NG), Knuth, Rotterdam—Funch, Edye & Co.
Bark Wild Gazelle, Nickerson, Gibraltar and Genoa—V H Brown & Co.
Bark Elbe, Peterson, Havana—J E Ward & Co.
Brig Confidential (Br), Card, Liverpool—J F Whitney & Co.
Brig Nassau (Br), Richardson, Cienfuegos—Tucher & Lightbourne.
Brig Flor del Mar (Br), Fellow, St Johns, NF, and St Pierre, Miq—J Edmiston.
Schr Frank Treat, Wood, Para—C Ludmann & Co.
Schr Machief (Br), Meyer, Port Spain—B J Wenberg.
Schr C C Bearse, Hodgdon, Arroyo and Ponce—Miller & Houghton.
Schr Annie E (Br), Edgett, Kingston, Ja—P I Nevins & Son.
Schr S A Fabens, Crocker, St Martins—H A Vatable & Son.
Schr Henry Middleton, Brower, Harbor Island—B J Wenberg.
Schr Impudence (Br), Givan, St John, NB—Heney & Parker.
Schr Albert Thomas, Rogers, Key West—Bentley, Miller & Thomas.
Schr Pointer, Nichols, Uncasville—H W Jackson & Co.
Schr Evelyn, Burger, Stamford.
Steamer Novelty, Wilcox, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHT.

Steamship City of Paris (Br), Minehouse, Liverpool Oct 21, via Queenstown 22d, with mdse and passengers, to John G Dale. Oct 31, 135 miles E of Sandy Hook, passed steamship Denmark, hence for Liverpool.

Steamship Colorado (Br), Williams, Liverpool Oct 20, via Queenstown 21st, with mdse and 742 passengers, to Williams & Guion. Oct 27, lat 46 11, lon 48 46, signalized bark Renfrewshire, bound E; 31st, lat 40 28, lon 69 25, passed steamships City of Brussels, hence for Liverpool, and Europa, do for Glasgow.

Steamship Tillie, Partridge, Galveston Oct 17, via Key West 24th, with mdse and passengers to C H Mallory & Co. Oct 23, no lat, &c, spoke ship Westmoreland, from —— for New Orleans; off Tortugas, signalized a ship showing a white flag with a red cross, steering west.

Steamship Cortes, Nelson, New Orleans Oct 23, with mdse and passengers, to H B Cromwell & Co. Had strong NW gales and heavy sea after passing Hatteras.

Steamship Gen Barnes, Mallory, Savannah Oct 28, with mdse and passengers, to Livingston, Fox & Co. Experienced strong NNW gales, with heavy sea, from Hatteras up; Oct 30, lat 36 20, lon 74 52, wind blowing heavy from NNW, exchanged signals with ship Richard S Ely, hove to.

New York schoolship Mercury, Capt Stetson, from a cruise, to Commissioners of Public Charities and Correction. The Mercury is a ship of 1200 tons, officered by a captain, three mates, sailing master, paymaster and surgeon, crew 20 men and 120 boy apprentices. The ship is thoroughly appointed in all respects and governed by man-of-war rules.

Ship Jane Fish (of Fairhaven), Brown, Liverpool, 35 days, with mdse, to Snow & Burgess. Has been 14 days to the westward of Sable Island, with heavy westerly winds; Oct 17, on the Banks, spoke whaling schr Gen Sherman, Clark, of Beverly, to sail in a few days.

Ship S F Hersey (of Searsport), Nichols, Antwerp, 31 days, with mdse, to Walsh & Carver. Had S and SE winds up to the Banks. Has been 15 days to the westward of the Banks, with heavy W and NW winds.

Bark La Vierge (Fr), Reugnier, Marseilles, 72 days, with mdse, to F Cousinery & Co. Had fine weather.

Brig Cecilia (Nor) Lind, Malaga 30 days, with fruit to Galwey & Casada; vessel to Wendt, Tetens & Bockman. Had fine weather with variable winds the entire passage.

Brig Clara Jenkins (of Bangor), Gilkey, Malaga Sept 25, passed Gibraltar same night, with fruit to F Grund & Cerreo, vessel to Miller & Houghton. Had heavy weather the entire passage.

Brig Henry & Louise, Potter, Port au Prince, 21 days, with coffee, logwood and 2 passengers to H Becker & Co. Has been 10 days north of Hatteras with heavy NW winds. Sailed in company with brig Java and schr Veritas (Br), for Boston. Oct 19, lat 28 28, lon 75 46, signalized ship Westmoreland, steering SW.

Brig Maud (Br), Cochran, Kingston, Ja, 28 days, with logwood and coffee, to Henry de Cordova & Co. Had heavy weather and have been 8 days north of Hatteras; Oct 15, lat 35, lon 74 20, saw brig Annie, bound N.

Brig Marguerite (Haytian), Bonholm, Grand Turk, Turks Island, 18 days, in ballast, to R Murray, Jr. Has been 12 days north of Hatteras, with heavy NW winds.

Schr C A Johnson, Maize, Washington, NC, 4 days, with naval stores and cotton, to W K Hinman & Co.

Schr M A Grier, Fleming, Virginia.

Schr E L Morris, Hammell, Virginia.

Schr M D Cranmer, Cranmer, Georgetown, DC.

Schr Minnie, Ericsson, Georgetown, DC.

Canal boat Jessie, Lamartine, Ottawa 20 days, with lumber to C H Piatt.

Canal boat Odell, Vaughan, Ottawa, C E, 20 days, with barley to F W Oliver.

Canal boat Oak, Stack, Ottawa 20 days, with lumber to R W Adams.

Canal boat A P Cook, McMillan, Quebec 25 days, with lumber to C H Mathews.

Canal boat Oriental, Swift, Quebec 25 days, with lumber to C H Mathews.

Canal boat Summit, Broughton, Redentiguy, CE, 20 days, with lumber to Brett, Son & Co.

Canal boat Joachim, Bigelow, Repentiguy 21 days, with lumber to Brett, Son & Co.

Passed Through Hell Gate,

BOUND SOUTH.

Schr Welcome Home (Br), Hatfield, Windsor, NS, 10 days, for New York, with plaster, to Crandall, Umphray & Co.

Schr Wentworth (Br), Hunter, Windsor, NS, 8 days, for New York, with plaster, to Crandall, Umphray & Co.

Schr Valiant (Br), Crane, Parrsboro, NS, 9 days, for New York, with plaster, to H J DeWolf & Co.

Schr Morford, Trubee (Br), Parker, Walton, NS, 8 days, for New York, with plaster to Pendleton & Co.

Schr Bucco (Br), Chalmers, St John, NB, 18 days, for New York, with lumber to P J Neevins & Son.

Schr D Sawyer, Drisko, Harvey, NB, 30 days, for New York, with spling to Holyoke & Murray.

Schr Pacific, Wass, Calais for New York, with lumber to Jed Frye & Co.

Schr M Weeks, Gillman, Belfast for Rondout, with staves.

Schr Delaware, Wood, Ellsworth, 7 days, for New York, wit lumber to T Mayhew & Co.

Schr James Tilden, Davis, Ellsworth for New York, with lumber to Brett & Son.

Schr Pinta, White, Lubec for New York, with fish to Jed Frye & Co.

Schr Margaret, Barbour, Milbridge for New York, with lumber to Chase & Talbot.

Scar Justina, Keen, Rockland for New York, with lime to J R Brown.

Schr Adrian, Everett, Rockland for New York, with lime, to J R Brown.

Schr S T Loud, Loud, Rockland for New York, with lime to J R Brown.

Schr Hannah D, Chase, Plymouth for Elizabethport, with lumber.

Schr Billow, Wallace, Rockport, Me, for New York, with granite for the new Post office.

Schr S D Griffin, Gould, Gloucester for New York, with fish to J A Stetson.

Schr Francis Edwards, West, Boston for New York.

Schr D M French, Kelley, Boston for New York.

Schr Lucy A Blossom, Chalfield, Boston for New York.

Schr Maggie Van Dusen, Compton, Boston for Philadelphia

Schr Deborah Jones, Baker, Boston for New York.

Schr Mary Langdon, Hall, Boston for Elizabethport.

Schr Emily Bells, Kelley, Yarmouth for New York, with fruit.

Schr Mary Hoxie, Berry, Nantucket for New York, with fish to Rogers & Co.

Schr W W Dickinson, Rodgers, Nantucket for New York, with fish to Rodgers & Co.

Schr Redwing, Davis, Nantucket for New York, with fish to S B Miller.

Schr Flyaway, Kelley, New Bedford for New York.

Schr Lafayette, McDonald, New Bedford for New York.

Schr Louisa Frances, Kelley, New Bedford for New York.

Schr Henry Taber, Bowman, New Bedford for New York.

Schr Helen, Perry, New Bedford for New York.

Schr John Lozier, Tretethen, Taunton for New York.

Schr Maria Fleming, Williams, Fall River for Rondout.

Schr James Parker, Sr, Kelley, Pawtucket for New York.

Schr Louisa, Hamblin, Providence for New York.

Schr C L Hulse, Lisle, Providence for Elizabethport.

Schr Alfred Chase, Kelley, Providence for New York.

Schr Delphi, Allen, Providence for Elizabethport.

Schr Forrest Home, Bagley, Providence for Haverstraw.

Schr Ellen Louisa, Hawkins, Providence for New York.

Schr Lizzie Evans, Myhann, Providence for Elizabethport.

Schr Charger, White, Providence for New York.

Schr Hydrangea, Betts, Providence for New York.

Schr Laura Robinson, Robinson, Providence for New York

Schr Thos Ellis, Smith, Providence for New York.

Schr Kate McLane, Hawkins, Providence for New York.

Schr A T Rowland, Rowland, Providence for New York.

Schr Hannah Willetts, Boult, Providence for New York.

Schr E M Smith, Chase, Providence for New York.

Schr A H Brown, Pierce, Providence for New York.

Schr Jas English, Baker, Newport for New York.

Schr C P Shultis, Young, Norwich for Hoboken.

Schr G W Whistler, Phinney, Norwich or New York.

Schr Louisa W Birdsall, Latham, New London for New York.

Schr Tunis Bodine, Bunce, New London for Rondout.

Schr C Lawson, Hall, Portland, Ct, for New York.

Schr R G Russell, Russell, Portland, Ct, for New York.

Schr S S Buckingham, Lewis, Portland, Ct, for New York.

Schr Henry Harteau, Jones, Portland, Ct, for New York.

Schr Joseph Hall, Mayo, Portland, Ct, for New York.

Schr Silas Brainard, Buell, Portland, Ct, for New York.

Schr J C Smith, Baldwin, Portland, Ct, for New York.

Schr Mariner, Cherrin, Greenwich for New York.

Schr Fabian, Baker, New Haven for Trenton.

Schr Stranger, Davis, New Haven for Elizabethport.

Schr Expedite, Rackett, New Haven for Elizabethport.

Schr Neptune, Kelly, New Haven for New York.

Schr E Sturtivant, Cruse, Block Rock for Raritan River.

Schr R M Clark, Stocking, Middletown for New York.

Schr Lady Suffolk, Armstrong, Middletown for New York.

Schr Fanny, Beldsly, Stuyvesant for Newark, with lath.

Schr P B Richmond, Smith, Bridgeport for Elizabethport.

Schr Senator, Smith, Bridgeport for Elizabethport.

Schr Excelsior, Murphy, Cold Spring for Rondout.

BOUND EAST.

Brig Cyclone, ——, from New York for Boston.

Schr L S Crocker, Thrasher, Philadelphia for Taunton.

Schr Geo Hotchkiss, Rackett, Philadelphia for Pawtucket.

Schr Nightingale, Beebe, Philadelphia for Providence.

Schr M M Merriman, ——, Philadelphia for Dighton.

Schr L B Ives, ——, Philadelphia for Providence.

Schr Reading RR No 77, Carroll, Philadelphia for New Haven.

Schr A Burton, Johnson, Philadelphia for Providence.

Schr Scud, ——, Trenton for Hartford.

Schr Gust, Martin, Trenton for New Haven.

Schr Judge Runyon, Lewis, New Brunswick for New Haven.

Schr Harriet & Sarah, Murphy, Amboy for Hartford.

Schr Julia A Martha, Dix, Elizabethport for Portsmouth.

Schr Angler, Besse, Hoboken for Wareham.

Schr E A Cheesbrough, Robinson, Albany for Westerly.

Schr Lucy Ames, Landon, Rondout for Boston.

Scur Branch, ——, New York for Pawtucket.

Schr David Pearsall, Eagan, New York for Greenwich.

Schr Geo W Glover, ——, New York for Dighton.

Schr Evelyn, Burger, New York for Stamford.

Schr S E Goodwin, Waterbury, New York for Stam