CHESTER HISTORICAL SOCIETY
Town and Villiage of Chester
ORANGE COUNTY, NEW YORK 10918


# New-York Daily Times.

VOL. V.....NO. 1343. NEW-YORK, TUESDAY, JANUARY 8 1856. PRICE TWO CENTS.


### Passengers Sailed.

*In steamship Pacific, for Liverpool*—[illegible] Washburne and Miss Curtis, New-York; [illegible] Miss Van Antken, H. W. Buel, H. C. [illegible] Ludlih, Isaac Seligman, Henry Whitmore, David Sellers, Stewart H. Brown, C. J. Wood, Master King, New-York; Alfred Haurud, [illegible] O'Connor, W. H. Darcy, Jose D. Gamea, H. Hilliger, New-York; Joaquin Estrada and [illegible] Spain; D. Fraser, C. P. Von Kersten, F. [illegible] York; Mr. and Mrs. Poligmac de Meraan, [illegible] Thayer Canada, John Guy Vasser, Poughkeepsie, S. S. Bristow, E. Hirschfelder, A. Fiele, Paris; [illegible] Rochester; Mr. Schotsman, Mr. Danbuecum, Bertrand, Theodore Havemeyer, New-York; Wm. Ransom, Edward Price, Edward Payson, Peter Richards, Alfred Jervis, Wm. [illegible] Daniel Reupell, Sicily; C. Melchas, W. H. [illegible] Burt, Mrs. Vansbrough, A. D. Sweener, three boys; Isaac Wolff, Cal.; Mr. and Mrs. [illegible] Paris; Henry Stonehill, Total, 61.

*In steamship Nashville, for Charleston*—[illegible] lady, and servant, John A. Etheridge, [illegible] Carr, C. R. Stafford, G. R. Humphreys, [illegible] E. McVicar and lady, Mr. Cook, Robinson and [illegible] meyer, H. H. Cox, S. Roosevelt, Mrs. Hickey, Miss Ravenel, Mrs. Church, 2 children and [illegible] Schmidt, H. L. Keyer, lady and child, [illegible] lady, C. W. Lockwood, D. H. Topping, Mrs. [illegible] Manley, Mrs. Manley, R. D. Edmondston, Mrs. Fisher, R. Rathbone, R. Coggeshall, [illegible] C. Gulliver, P. G. Endicott and lady, L. [illegible] Brasford, C. W. Salisbury, Miss F. Cook, J. [illegible] W. L. Rice and lady, F. S. Jennison, S. Hall, and 36 in the steerage.

*In steamship Alabama, for Savannah*—[illegible] Ellsworth, A. M. Jackon, S. G. Smith and lady, [illegible] cey, lady and child, G. W. Fitch and lady, T. S. Muchbach, Miss S. R. Mercerau, Miss [illegible] A. C. Field, and lady, E. B. Dowaline, [illegible] children, Mrs. J. W. Buckley, J. Rohland, Dr. H. M. Weedon, H. Howard, E. O. Barker, and 96 in the steerage.

*In steamship Jamestown, for Norfolk, &c.*—[illegible] Richmond—Capt. Mrs. C. Bolivar, Mrs. J. Voorhees, Henri, C. Petit, W. S. Stubbs, A. Lawrence, Miss Miss Read, T. J. King, J. Gardiner, A. J. Barker, W. H. Jones, Miss S. J. Shaw, A. Corning and lady, Mrs. A. Shortle, Mrs. Davis, J. Wilber and lady, Miss E. T. Wheeler, Frost, and 37 in the steerage.

### Passengers Arrived.

*In steamship Arago, from Southampton &c.*—Jas. Vanderwoort, J. Lisley, R. Schroeder, L. W. Vlottler, Capt. F. Ettrell, Capt. [illegible] Rohe, E. M. Benjamin, C. Morlot, W. Kleffman, E. Haviland, R. Hagar, A. Klingenburgmet, E. Ferray, D. M. Perser, G. Hardoff, J. [illegible] J. Leubent, T. Nash, E. Yorke, G. Thurlier, Pierre P. P. Ryder, J. Reynolds, C. Shuster, F. Rothman, D. B. V. Smith, A. Hirsch and Roosfort, J. Johnson, L. D. Angelos, (U. S. A.) Kunkel and lady, J. Hotten and lady, [illegible] lady, Mrs. Ewing, Mrs. Borman and servant, [illegible] Mrs. Voe, Mrs. Byron, New-York; Mrs. [illegible] W. Sykes, bearer of dispatches, L. Cantador, M. Meredith, lady, child and servant, Philip Beyon, J. Hauser, R. North, lady, 3 children, New-Orleans; G. Rawling, St. George Peachy, Van S. Richburr, F. J. Vanpraet, J. Rossaur, J. J. Saef, Jr., Raymon Pierre, J. Favreau, [illegible] Labade, J. Cicardo, F. Francisco, Pierre Jose[illegible] go, A. Leucht, J. Louis, L. Rotterman, M. [illegible] Henry, V. Favarger, H. Leibold, 12 Sisters, France; P. Schmidt, lady and 4 children, J. [illegible] lady, H. Odlinson and brother, M. Klauser, R. Rosenthal, F. Stettheimer, P. Wild, S. Schelmer and lady, F. Fischer, lady and brother; G. Normand, lady, 3 children and 3 servants, George, lady, 2 children and servant, F. George, Total, 117.

*In steamship Knoxville, from Savannah*—J. Stark, H. Welden and lady, Miss M. Quay, Morecock, Jas. M. Quay, Geo. Wade, Dan. Edward Hopkins, John Risdean, Wm. Ryan, W. H. Baily, S. Eastman, T. C. Smart, Mallory, 8 in the steerage

*In sch'r Ino, from Arecostura*—G. Ecsers.

*In brig Fauemier, from Key West*—W. E. C.

MINIATURE ALMANAC THIS DAY.
Sun rises.... 7 26 | Sun sets.... 4 48 | Moon [illegible]
HIGH WATER THIS DAY.
Sandy Hook..11 25 | Gov. Island. 8 40 | Hell G[illegible]

## MARINE INTELLIGEN[illegible]

NEW-YORK....SATURDAY, JAN[illegible]

### Cleared.

Steamships Alabama, Schenck, Savannah, [illegible]; Jamestown, Parrish, Norfolk, Ludlam & [illegible] George Law, Herndon, Mananvall, Ga. &c.

Bark Quickstep, Smith, Hong Kong, D. G. [illegible] con.

Brigs Whitaker, Perry, Jacksonville, Thomp[illegible] ter; Robertt, Hill, Cardenas, H. D. Brooks, Isaiah Gray, Fitzgerald, St. John, N. B., J. Pe[illegible] ranev, Bill, Nuevitas, T. Owen & Sons; Thos. Margand, Halifax, A. Leary.

Schooners J. W. Miner, Berry, New-Orleans; [illegible] & Co.; W. Putnam, Downer, Norfolk, J. S. [illegible] Sarah Elizabeth, Gage, Norfolk, Wadlich & [illegible] Crowell, Boston, S. W. Lewis; Lacon, Bearse, W. Lewis; Potomac, Hobbie, Alexandria, [illegible] Waring, Hallett, Portsmouth, S. W. Lewis, [illegible] Propellers Westernport, Berry, Portland, [illegible] Caledonia, Baker, Baltimore, Cromwell's [illegible] Beach, Sanders, Philadelphia, J. W. McKee; [illegible] Blake, Philadelphia, Sandford's line; Le[illegible] French, Baltimore, Cromwell's line.

### Arrived.

Brig Fauemier, (of Key West,) Lesler, Key [illegible] with cotton to R. L. Maitland & Co.

Brig Mary J. (Br.,) Mahoney, Newport in ballast.

Schr. Henry W. Johnson, (wrecker,) Lea[illegible] Fog Harbor, with wrecking apparatus to El[illegible] Capt. L. reports schooner Ottum, which has [illegible] the past ashore on Barnegat, as lying [illegible] outer Shoal, with all her cargo, (100 tons coa[illegible] with sand and wet water. She will be a total loss, [illegible] Expected ashore 4 miles to the northward, listed off shore, and will probably break up. [illegible] Elizabeth, (of Great Egg Harbor,) which got [illegible] the 5th ult., 4 miles below Squan, he reports [illegible] stripped, and would be abandoned. This [illegible] sees her very thick and bad outside. It was [illegible] blowing a gale of wind from N. E.

Schr. Ino, (Old.,) Olthmano, Angostura Dec. [illegible] Hides to Hennings, Muller & Gosling.

Schr. Mecca, Matthews, Caiais 10 ds., lumber to [illegible] Co.

Schr. M. L. Rogers, Rogers, Virginia, with oys[illegible] New Haven.

Schr. Saltillo, (new,) Bass, Cherryfield, with [illegible] Brett, Nase & Co.

Schr. Angier, Bessey, Wareham, with nails [illegible] Tisdale.

Schr. Estella, Chapman, Provincetown, with [illegible]

Schr. Susan and Mary Clark, Newport, in ballast.

Schr. T. Benedict, Cooper, New-Haven, in ballast.

Propeller Totten, Morley, Baltimore 60 hours via [illegible] to John Riley.

Propeller Pelican, Williams, Providence.

Propeller Osceola, Kinney, Providence.

WIND—During the day N. E., with snow after [illegible]

### Arrived....SUNDAY,

Steamship Arago, Lines, Havre Dec. 19, [illegible] Roads Dec. 20, with mdse. and passengers to D. [illegible] Dec. 21, lat. 49 30, lon. 7 30, exchanged signals with [illegible] showing the letter V, in a white square [illegible] used to be one of the Havre packets. The [illegible] within 10 miles of Sandy Hook on Saturday even[illegible] o'clock, but hauled off in consequence of a v[illegible] new storm.

Steamship Knoxville, Ludlow, Savannah 24 h[illegible] dse and passengers to S. L. Mitchill.

Saturday, (6th inst.,) laid to off the Highlands, [illegible]

Schr. Witch of the Wave, Dayton, Boston 5 days.

Propeller Jackson, Lafield, Portland, with mdse. [illegible] ley, 6th inst., at 11 o'clock A. M., passed [illegible] Plymouth Rock, ashore at Hart Island. She appe[illegible] are sustained no additional damage from the [illegible] e night previous.

Propeller Georges Creek, Gager, Baltimore, with [illegible] R. Riley, 5th inst., at 9 o'clock P. M., while [illegible] side the Bar, off Sandy Hook, saw steamship [illegible] discharge her pilot and proceed on her voyage out. [illegible] saw a large Am. bark, apparently loaded with [illegible] nose in to Sandy Hook, clawing off shore, wind [illegible] heavy and increasing. Thought she would not [illegible] Sine. At 4 P. M., passed steamship Alabama [illegible] utside the Hook, going out; at 5 P. M. saw steamship [illegible] nestown, anchored off Robin's Reef. WIND—During the day, N. W., and clear.

### Sailed.

Steamships George Law, for Aspinwall; Alabama, [illegible] Savannah.

### Memoranda.

Capt. Hazard, of the steamtug Leviathan, who [illegible] from the Hook yesterday morning, informs us that the steamship Pacific, Capt. Eldredge, for Liverpool, left the Hook about 2 P. M.

The steamship Nashville, Berry, for Charleston, put to sea.

### Disasters.

On Friday night, 28th ult., the Cumberland [illegible] Passenger Maryland, with coal from Alexandria, [illegible] Little Egg Harbor, was run into by schooner Sarah [illegible] of Great Egg Harbor, which carried away the [illegible] of the M. and caused other damage. She [illegible] Little Egg Harbor, and was towed to this City on [illegible] inst last, by steamtug Leviathan, Capt. Hazard. [illegible] Warren Hallet, Hallet, from Mobile for [illegible] which arrived at Holmes' Hole 1st inst., was, on [illegible] morning of the 4th on the east side of the [illegible] ling probably dragged ashore, as both anchors [illegible] She would probably be got off without much [illegible]

Friendship, of and from Harrington, Me., [illegible] which ran into Newport on the 11th ult., has been condemned as unseaworthy.

### Notice to Mariners.

In conformity to a notice published Oct. 5, 1855, [illegible] buoys in Boston harbor are being changed [illegible] ge of a corresponding color and number.

Notice is hereby given that Bass Rip and Great [illegible] on Nantucket Shoals are missing from their [illegible] will be replaced by suitable buoys as soon [illegible]

By order of the Light-House Board.

C. H. B. CALL,
Light-House Inspector.

### Whalers.

Ship, at St. Helena Nov. 7, bark San Francisco, [illegible] New-Bedford, from West Coast of Africa, with [illegible] black oil.

Ochotsk Sea, in September, Europa, [illegible] Fern, with 1,500 bbls. this season.

### Spoken, &c.

Dec. 23, lat. 34 29, lon. 70 27, bark Charles[illegible] Philadelphia, stg. S. S. W., with loss of foretop[illegible] topgallantmast.

Dec. 28, lat. 37, lon. 71, bark Growler, of T[illegible] New-Orleans, bound N.

### Shipping Intelligence.

[PER STEAMSHIP ARAGO.]

*Arrived at Liverpool*—12th, Enterprise, [illegible] Lee, from New-York; Bosphorus, from New-York; Alexandria, from Mobile.

### Foreign Ports.

At Angostura, Dec. 2, brigs Granada, for New-York; Correo, Goodwin, do.; ship [illegible] Bermuda, Dec. 17, ship Isaac Allerton, Hus[illegible] do for New-York; Warwick, Hall, Newport, [illegible] Margaret Musson, Webb, Baltimore; 18th, [illegible] Willis, Surinam for Salem; 20, R. Bis[illegible] New-York; 19th, Griffin, Webb, Baltimore; [illegible] Eminia, Card, sailed 17th for Baltimore; [illegible] Cardenas, Dec. 22, bark David Nickels, [illegible] for Wingrold, Gilkey, Boston, arr. 19th [illegible] & E. Boston.

## New-York Daily Times.

### THE SNOW

### E CITY IN WHITE ROBES.

### Stormy Night on the Erie Railroad.

### Carnival on Broadway—Many Streets still Blockaded—The Ferries, &c.

City of marble! at least so New-York looked [illegible]day. The streets of marble, and the sidewalks [illegible]rble, and the house-tops all of marble. Marble, white and pure, were all the lamp-posts and [illegible]rs and the fences. Chiseled rather roughly out [illegible]roads along the main streets, just wide enough [illegible]e, and in the cross streets for one sleigh at a [illegible]er not at all, and a narrow gangway on the [illegible]alk; this was all that passengers on foot or [illegible]sighs could claim. But if one got out of a [illegible] he had to go to the corner before he could [illegible]s the sidewalk, for the snow was piled up four, [illegible] sight feet high, where it had been shoveled out [illegible] passage-ways.

[illegible]ody knows what a carnival there is here [illegible]n the sleighing is good. It was capital yester[illegible] providing only the teams were strong enough. [illegible] the riders piled on to the public sleighs by [illegible]ens and hundreds. Over a hundred we counted [illegible] several of the carry-alls, with only four poor, [illegible]aning wrecks of horses to drag them through. [illegible]'get up a Humane Society, and make it a binding [illegible] article to prosecute every brutal stagedriver who [illegible] a sleigh that will carry one hundred go into the [illegible] not without eight stout steeds to drag it.

[illegible]he riders were very merry—and some of them [illegible]k. They sung and yelled and reared all sorts [illegible]rses; but "Villikins and his Dinah" was most [illegible]ular. On the boxes of some of the sleighs were [illegible]rded organ-grinders. On one sat the old bagpe[illegible]man, giving down lustily. In others men went [illegible]d with horns and penny-whistles, oboes and [illegible]ans, and of all unearthly and merry sounds the [illegible]was full. It was kept up on the public sleighs [illegible] midnight, and then in private sleighs of the [illegible]people, it was continued till day-break. Some [illegible]their jokes were rather rough. We saw one [illegible]e sleigh of eight horses and half a hundred [illegible]es with a brazen-faced woman driving!

[illegible]he lower part of the City wore a somewhat antic[illegible]mmercial sort of garb. In the morning the most [illegible]nvenient entry to stores was found to be that of [illegible]e fan-lights which surmount the doors. Clerks [illegible]d porters, backed by many laborers, found recrea[illegible]on in alternate shoveling and snow-balling.

[illegible]n Pearl-street the snow was pretty well leveled, [illegible]though it lay loosely upon the ground. Broadway [illegible]reet was garnered in the centre to allow for passing vehicles, but the snow was piled to the right and [illegible]ft, and showed the amount of labor which had [illegible]een expended to clear the track. Wall-street was [illegible]retty well blocked up, and vehicles were generally [illegible]brought up standing." Several attempts were [illegible]ly made to drive horses through, but the attemps [illegible]enerally ended in a "sticking," and the animals [illegible]ad to be dug out. Later the snow was somewhat [illegible]ampled down, and then a few sleighs succeeded in [illegible]aking on.

The narrow streets were fairly blockaded, and but [illegible] attempts were made to surmount the barriers. [illegible]ew-street was nowhere, and many other such [illegible]dby-ways were in the same condition. Through [illegible]any of them not even pedestrians found a vent.

#### THE CITY RAILROADS.

The order of the Mayor, forbidding the City Railroad Companies from so clearing their rails as to [illegible]ncumber the passage of vehicles, seems not to have [illegible]en treated with the desired respect, for yesterday, on the Sixth-avenue Road, clearing sleds were [illegible]t work doing all they could to permit the passage [illegible]f cars. On inquiring into the reason of this regard, [illegible] were inform d that His Honor had, on Monday, at [illegible]e request of some influential stockholders, an[illegible]alled his order of the previous evening in a quiet [illegible]way—that is, he told the petitioners that they [illegible]ight clear their tracks, "but to be careful not en[illegible]umber the passage of vehicles." The companies, [illegible]herefore, if not as careful as some desired, [illegible]ere as careful as they could *comfortably* be. The result was that carmen swore terribly, [illegible]and the Knickerbocker Stage Company sent [illegible]out sleds to level the snow as fast as the Railroad Companies embanked it. The fight was a [illegible]pretty one—amusing to the indifferent lookers-on, but decidedly disadvantageous to those engaged.

#### The Railroads.

The track upon the New-Jersey Railrod is clear, and last evening the trains departed regularly, and arrived with but little delay. The "Owl train" due at Jersey City at 5 o'clock yesterday morning, did not arrive until the afternoon, and was the last train which was seriously delayed. About 4,000 passengers—not including the Newark travel—passed over the road yesterday.

The New-York and Erie track is clear. The train due at 5, last evening, arrived at 6½ o'clock.

The trains left in time, and those arriving, were from half an hour to an hour only behind.

About one hundred passengers, who expected to go out in the 10 o'clock P. M. train for Newark on Saturday night, were disappointed, as the train could not go. The storm was so severe that they remained all night in the depôt. The first train was at noon on Sunday.

#### HUDSON RIVER RAILROAD COMPANY.

The trains from Albany came in in pretty good season. In consequence of obstruction on the City track, however, passengers have been requested by advertisement to take the cars from Thirty-first-street station until further notice.

#### LONG ISLAND RAILROAD.

The Long Island Railroad was entirely stopped yesterday, not one train succeeding in making its way through the drifts of snow which had accumulated on the track. Early in the day it was thought that the run through to Jamaica might be made.

#### A Night on the Erie Railroad.

When we perceived, on Saturday, that a terrible storm was coming up, we despatched ourselves as a reporter to chase it up and see what came of it. Now it happened that much the most of the storm was wasted on the East, but not knowing that so well on Saturday as we do now, our reporter went Westward over the Erie Railroad. He took the 4 o'clock train, bound to go as far only as circumstances would permit, and then hold over in the snow bank that proved large enough to accommodate the train.

It was a roaring storm—a terrible old blower. The snow fell rapidly, but was so twisted and cut by the wind that nobody dreamed how fast it was gathering. There was a good deal of trouble in getting the engine started after each stop; the wheels flew around "like mad" often for several minutes before the train could be set in motion, but not more than an hour was lost before the Newburg Junction was reached. At this point some 35 passengers were set down in a shanty, to wait "just a minute" for the train from Newburg, bound west as far as Otisville, to take them on. The shanty was a rough-boarded affair, evidently just knocked together for the season, consisting of a single room. In its centre was a red-hot stove, and on one side, from a nail in a rafter, hung a single lamp. The floor was carpeted with snow tracked in by the passengers. The wind roared in through the cracks but not through the floor; for the snow prevented that. Two short seats and a chair accommodated about a baker's dozen. The rest stood asound toasting their noses in the heat of the red-hot stove and kicking their heels to prevent chillblains. Pretty soon it began to be suspected that the "just a minute" of our waiting would prove a tedious one. The train we had left was still in sight, waiting for the Newburg train to come down to give it the track. Some accident must have occurred to it—it was two hours behind time.

The Express train from New-York was known to be over-due, and the presumption was that if it were signalled, it would hold up and relieve us. About 9 o'clock it hove in sight. Our switch-man swung his red lantern—the coming engine puffed twice in token of braking up. Everybody caught up his carpet-bag and rushed to the door—but stared and turned back in disappointment, when the whole train rushed by like an arrow. There were some wicked enough to hope that for its discourtesy it would pitch into the train that had left us, but unluckily that had a moment before been switched off and gone feeling its way along toward Newburg. And now there was a terrible time in the old shanty. No other train from the East was due for—nobody knew how many dozen hours. It was quite evident that unless some benevolent Agent took special pity on us we must stay in the shanty all night. One enterprising man had explored the vicinity, and reported that there was but one house within a mile, and that a lone widow's. It was only a mile to Chester, but the only way to get there was ever two railroad bridges, that were not planked; the flagman had crossed them once since dark, and swerred he would not do it again for all the money the company could raise. There were women and children in the company, but they took it handsomely. One of the women said she had never yet got into trouble but that she had found it all for the best when she got through. Another one said that might be—but her husband was waiting for her at Chester, and she was afraid he would perish. Another didn't care for herself, but her Charlie had got a bean in his throat, which had produced a lung fever, and she only feared the cold of the night would give him a relapse; meanwhile, Charlie run up and down the shanty, and tumbled in the dark over the legs and umbrellas, to keep warm.

Two hours had elapsed, and no improvement. Things were getting desperate. There were thirty-five in the company, and thirty-five terrible appetites had grown up. Had a nice slice of roast meat been offered, few would have asked whether it were pig or baby meat, much as it might have looked like the latter. But there was not any roast meat, nor a roast chesnut, nor a raw peanut, even, nor a stick of candy! All hands were terribly hungry, though. One splendid old gentleman—around his head there fairly shone a "glory"—though by daylight it had passed for a red woolen comforter—went out into the snow and fished out from the heap his trunk, forced the lock and from its packing of dry goods drew forth a little box. He got an axe and opened it, and—oh! how they smiled on us—fat figs! He passed them around to the ladies first, and the children, and then to the big, bungling men, not omitting an old colored gentleman who had held his peace and nursed his heels very kindly in a corner. We asked the name of the benevolent gentleman. A rough looking customer from Chester said it was SEELY ROE, and, said he, with a fig in his mouth at the time, whose nourishment already tingled, evidently, to his fingers' ends, "he's got a heart as big as a man's hat, and the best team in all the country." Bless our reporter's soul—though the fig box was all too soon emptied—didn't every body know Mr. ROE.

Well, but how should we sleep? Three men pitched out into the storm and said they'd go to Chester. They were out a quarter of an hour and had traveled forty rods, when they turned back, guessing it was better to sleep in the shanty than to risk it.

But they brought a good rumor back. They had heard a whistle blowing off to the west, and were sanguine that help was coming. Again everybody plucked up his spirits and his carpet-bag and stood ready, and sure enough, after three hours of experience in the shanty, down came a wheezing engine that had knocked off at Chester for the night, with a stray car it had found, and took us in. At Chester it took a car and a load of people who had started from the West at 4 o'clock, and had lain at the junction, within forty rods of the train we had left, and then by some unaccountable accident had not been hitched on to the train that did go up to Newburg. They were a very solemn company, and having enjoyed a good fire while we froze, were very much disposed to "cuss" at what we had only "grieved." The wheezy engine had started for us because a telegraph from Newburg had announced at a late hour that the grain for which we were so eagerly waiting wouldn't venture out that night.

Our troubles were nearly ended. Little Wheezy got out of wood every two miles and out of water every three. Then she would run one and fetch up in a snow bank. Then they'd dig her out and try it again. At first every time she got into trouble she'd whistle; but that wasted steam, so she made all her signals by a bell, and saved her steam to butt snow-banks with. By this strict economy we reached Middletown before midnight—the train that should have reached there by 7.

Hungry as bears, we rushed up to the "best hotel," and laid our petition at the feet of its merry landlord—for supper. But we had forgotten that we were in the country, where the women go to bed nights. Everybody was a-bed, and the fires in the cooking-stoves gone out. Our hearts sunk down below the tops of our boots. But, across a sea of snow-banks, we were shown a twinkling light, hard by which the "National Oyster Saloon" was kept. Thither we rushed, and made proffers for all that might be left in the "National Saloon." The bill was small, but we went home satisfied, and slept like a top—like two or three of them.

Sunday morning dawned clear and warm upon an unbroken, unsoiled sheet of glistening snow. It was not piled as people supposed it would be—indeed it lay pretty nearly level, and was not over five or six inches deep. People didn't turn out very early. The old stove in the bar-room—they don't sell rum, so the bar-room is simply an office—of our hotel grew very red, and one after another of the hangers-about dropped in to warm their fingers by it. The doctor came in, and the circle learned how everybody's health was. The County Judge—or the late County Judge, perhaps—came in, smoked a cigar, and talked over the old fever and ague of the Walkill, the liquor question, and then came on to theology, which last subject was on the floor until we thought it time to go to church. There are seven of them in Middletown—the Old-School Presbyterian not yet quite finished, but will be, when finished, the neatest of the seven. We could not possibly go to all of them, so we went to the most orthodox and were edified.

The milkmen of Orange County have to carry their milk to the depôts Sundays just as on other days. But there it stood last Sunday, and Monday too,—not a can had been removed by Monday evening. But we hardly think it was warm enough to sour. Our City milkmen found it pretty difficult, we suspect, to water their Saturday remainders enough to make them answer for both days.

We took the mail train back to the City Monday afternoon, and it made pretty good time in. We found that instead of running into the thickest of the storm we had run out of it. All through Orange County and westward, as the event proves, it had only served to improve the capital sleighing. In New-York it had piled up its agony.

#### The Ferries.

The boats of the several ferries made their trips with their usual regularity, despite the thumpings which ensued upon their efforts to pass through the beds of ice which floated down the stream.

The ferry slips, of course, were crammed with broken ice, the more especially on the Brooklyn and Jersey sides of the river; but by dint of a greater head of steam the boats managed to make their way without much detention.

The Hudson River was filled with floating ice. On the Hoboken Ferry there was some little delay, but the boats continued running without serious hindrance.

#### City Railroads and Snow.

*To the Editor of the New-York Daily Times:*

Now that we have a deep snow on the ground the question arises, who shall have the right of way, the Railroad Companies or the public in general? Have these Companies a right to take the snow from the middle of the streets to accommodate themselves, and pile it up on each side of the street to such a height as may be seen in several of our narrow streets through which the cars run? There is no doubt that those Companies have rights in the streets, and there is no doubt on the other hand, in the minds of the citizens, that *they* have rights.

As the matter now stands the former claim the *exclusive right* of way. They take a greater portion of the snow from the middle of the street, so that a bright sun will melt what they leave entirely away in one hour, leaving the ground perfectly bare, while on either side the snow is so high it is impossible to get along with any kind of vehicle. Cartmen, grocers, and all others who are obliged to take heavy loads, are compelled to take some other street or drag on bare ground, and perhaps have to unload over a bank of snow as high as his shoulders, and, at the same time, "keep off the track."

If any one wishes to test the beauties of these streets after the Companies have arranged the snow, let him undertake to drive through with a heavy load, and he will need no further argument to convince him that the street is exclusively in the hands of the Company. Should he succeed in dragging his load on the bare ground, let the runner of his sleigh drop down into the grove of the rail, and we think he will taste of the sweets sufficiently.

Some have remonstrated, and have set at work to shovel the snow back into the middle of the street again. The Companies have applied to the Police for help, and have carried their point under the plea that these City Railroads come under the General Railroad Act, which inflicts a heavy fine for throwing any obstruction on the track. We believe that the same act makes it obligatory on the part of the Company *to fence in their Road.* "It is a poor rule that does not work both ways."

If our citizens are thus to be driven away from the street, it may as well be fenced in—and the sooner it is done the better. Let the line be drawn, and we shall then know how far their limits extend. It has been reported that by their charter they have no right to run sleighs; if true, it merely shows *one thing* that they have not a right to do. The Legislature is now in session, and would it not benefit all parties concerned to make application to have their charters so amended as to give them the privilege of running sleighs during sleighing-time, and thereby save a disagreeable collision between the Railroad Companies and the citizens.

SUBSCRIBER.

#### Telegraphic Reports.

WASHINGTON, Monday, Jan. 7.

Last night was the coldest of the season. The thermometer at 8 o'clock this morning stood at 100 above zero; and now at 10 o'clock, it is 180 above. The New-York mails of Saturday arrived at 9 o'clock this morning.

WASHINGTON, Monday, Jan. 7—P. M.

It is again snowing here. The road between here and Petersburg, and even south of that, is blocked with snow. Two trains are between Acquia Creek and Fredericksburg. The Southern train has not arrived at Fredericksburg. The snow is six inches deep at Raleigh and badly drifted. Thermometer at 3 o'clock, 380 above zero.

PHILADELPHIA, Monday, Jan. 7.

The morning train from New-York reached here about noon to-day. The Western Road is not yet open; the mails arrived last night in a sleigh.

PHILADELPHIA, Monday, Jan. 7.

It commenced snowing here again at 9 o'clock, this evening. The mail due from the West to-day has not yet arrived. The mail from the West, of yesterday, was brought down in a sleigh from Morgan's Corner, and the mail for the West was sent the same way. All the other roads are open, and the mails are arriving and departing as usual.

BOSTON, Monday, Jan. 7.

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

BALTIMORE, Md., Monday, Jan. 7.

The weather is very cold.

We had a slight fall of snow this evening. The Philadelphia mail arrived in good time. The other roads, at this point, are unobstructed. The New-York morning mail failed this evening, being the third time in succession. We have had nothing south of Richmond since Saturday, and five New-Orleans mails are due.

BOSTON, Monday, Jan. 7.

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

HARRISBURG, Monday, Jan. 7.

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

BALTIMORE, Monday, Jan. 7.

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

SALEM, N. J., Monday, Jan. 7.

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

BRIDGETON, N. J., Monday, Jan. 7.

Snow nine inches deep. Thermometer eight degrees below zero.

MILLVILLE, N. J., Monday, Jan. 7.

Snow a foot deep. Mercury five degrees below zero.

TROY, N. Y., Monday, Jan. 7.

No New-York mail has been received here since Saturday.

BUFFALO, Monday, Jan. 7.

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

CLEVELAND, Monday, Jan. 7.

Weather moderate—snowing briskly—roads not obstructed.

CINCINNATI, Monday, Jan. 7.

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

CHICAGO, Monday, Jan. 7.

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

UTICA, Monday, Jan. 7.

All trains passing here are behind time. The thermometer, this morning, was ten degrees below zero.

### NEWSPAPER REPORTS.

#### The Storm East.

HARTFORD.

We had a heavy fall of snow on Saturday night and Sunday morning. The snow drifted badly; but ten or twelve inches on a level, must have fallen. The railroad trains were deranged somewhat. The Express train for Springfield, which should have got there Saturday evening, did not reach Springfield until 8 o'clock on Sunday afternoon. The Home telegraph is down between Springfield and Boston; but works to the southward. A locomotive is said to have come through from Providence to Hartford, on Sunday. Messengers from the Plainville passengers, were 2½ hours in getting from West Hartford to Hartford.

SPRINGFIELD.

The weather whipped around Friday night, after a mild day, severely cold, and Saturday morning at 7 o'clock the mercury was 40 below zero. The day continued terribly cold, the most so of the season, and it was only after a long struggling the inevitable storm that burdened the clouds could "break the ice" and reach the ground. But towards night it came, thick and cold and windy, and continued all night, and up to church time Sabbath morning. There were some twelve or fourteen inches of the snow on an average, but the wind piled it high in some places, and swept it off in others. The trains on the various railroads entering this city were delayed on Saturday evening.

NEW-HAVEN.

We have been visited by one of the heaviest and most violent snow storms known to the earliest inhabitant. The snow commenced falling Saturday noon, and continued throughout the afternoon and night with unabated fury. There must be an average depth of at least eighteen inches or two feet, and the high wind which prevailed during its fall, has drifted the snow badly—in some instances piling it as high as fifteen feet. The streets yesterday morning were almost impassible, and but few persons dared to venture out. All the railroad tracks are blocked up, and travel must be seriously impeded.

BOSTON.

The elements on Saturday morning betokened a storm, though it was "too cold to snow," but the flakes began to fall soon after noon, and a violent north-east storm commenced, which lasted until yesterday forenoon. The streets of Boston have seldom been so completely blocked up by a single storm as they were yesterday—the average depth being estimated at fifteen or eighteen inches, while in some places there were high drifts.

From Cape Cod there is some disastrous intelligence, as will be seen by the despatch below, though we have heard of no loss of life thus far.

HIGHLAND LIGHT, CAPE COD, Jan. 6—10 A. M.—We had a thick snow storm all night, with a heavy gale from the east. At 4 o'clock this morning the wind hauled to the north, and is now north-east. It is the most distressing storm I ever knew. The dwelling house attached to the light suffered considerable damage by having some of the windows and doors blown in.

JAMES SMALL, Keeper Highland Light.

PROVINCETOWN, Jan. 6—10 A. M.—We are now in the midst of one of the most severe snow storm that we have experienced for many years. It commenced at 6 o'clock last evening. The roads are all blocked up with snow. Nothing from the back of the Cape as yet. Schooner *Mary E.*, of Provincetown, drifted from her moorings into the Union wharf railway, where she sunk.

EBEN S. SMITH, Underwriters' Agent.

Brig *Vesta*, FRATES, from Galveston for Boston, with cotton and molasses, went ashore about a mile north of the Highland Light, at 8 A. M. The crew landed safe. The vessel will probably be got off without much damage. Mr. E. S. SMITH, Underwriter's Agent, has gone to render assistance.

British schooner *Emma*, of Lunenberg, N. S., for New-York, went ashore last night; has sustained little damage; and will probably be got off to-night at high water.

Ship *Hartford*, from Savannah for Boston, has drifted from her anchorage, but is still a good distance from the shore.

Brig *Maryland*, BURDITT, from Pernambuco for Boston, dragged her anchors considerably, but finally rode out the gale in safety.

*2 o'clock P. M.*—The gale has abated considerably. Ship *Hartford* has dragged nearly to the head of the cove, and will be in danger of touching at low water. The steamer *Acorn* will tow her into deep water if necessary.

There is a schooner ashore on the north side of the Cape, south of Palmer Harbor, apparently head off shore. A schooner, name unknown, is ashore near Truro.

CHATHAM, Jan. 6, 3 P. M.—We hear of no disaster as yet. Capt LEWIS, Underwriters' Agent, has gone along the coast, and will take measures to assist any vessel that may happen to be in distress.

Steamer *Enoch Train*, Capt. HENNESSEY, from Boston for New-York, with ship *Dragoon* in tow, passed Osterville at 11 A. M., on the 6th inst. Capt. HENNESSEY probably put into Tarpaulin Cove or Newport.

#### The Storm South.

NEWARK.

Saturday was a cold blustering windy day, and about noon a snow storm set in, which lasted nearly through the night. It was one of your old-fashioned snow storms which left its mark in all sorts of fantastic shapes which the drifting wind could fashion. It was none of your wild morning storms when the soughs of wind swell up and down the street with an oppressive weight on the heart, but a cold and sharp wintry one with the snow falling, not in flakes, but like a white mist, penetrating every crevice in the house. Nearly two feet of snow fell, but it drifted badly.

TRENTON.

One of the most violent snow storms which has occurred for a long time, set in on Saturday, and continued till near daylight yesterday morning, the wind blowing a perfect gale during the storm, drifting the snow to the depth of four or five feet in many places. It is estimated that the average depth of snow was nearly two feet, and much information will probably be exhibited in our streets for some days to come, as the sleighing is most excellent.

PHILADELPHIA.

The snow fell on Saturday afternoon and during the night, in good earnest. The cold was intense—the thermometer being several degrees below the freezing point—and the snow was dashed about by the wind at a furious rate. In many places the streets were completely blocked up by snow several feet in height, and all the trains arriving and departing were delayed several hours by the snow and ice upon the tracks. The Schuylkill is closed for some distance below the GRAY's ferry bridge. The Delaware, up about Burlington, has been closed for a week, and we learn that wagons were driven across it some days since.

BALTIMORE.

We are visited to-day by a snow storm. It commenced falling about 9½ o'clock this morning, and has continued up to this time, in a manner indicating that it is to be one of the "old fashioned" sort, as they say further North.

## LATEST INTELLIGENCE

### By Telegraph to the New-York Daily Times.

### FROM WASHINGTON.

The Present Aspect of the Contest for the Speakership.

### Important Movement in the Democratic Caucus.

Special Dispatch to the New-York Daily Times.

WASHINGTON, Monday, Jan. 7.

BANKS' friends are a little chagrined at the slight break in the ranks to-day, but they are not disheartened, as the gentlemen who left BANKS will undoubtedly return whenever their votes will elect him.

It is still believed certain that BANKS cannot fall below ninety in any contingency. It is also certain that many Democrats are getting anxious for the organization, and are ready to yield if BANKS' friends will only give the excuse by once making a steady, earnest