# THE BLACK FOG.

A Day of Collisions and Collapses-The City Under a Cloud and the Stages and Cars in a Tangle-Gropings and Hard Knocks of Ferryboats and Other Cratt-The Scenes in the Streets and on the Rivers.

Everybody was in a fog yesterday. Just exactly what particular place the log everybody was in started from, or how it began, or why it began at all, was a mystery of which even "Old Probs" himself had not dared to prophecy a solution. Some had it that it was nothing more nor less than a sample piece of the "pea soup" mantle which enveloped London last week in its ample folds, sent over here by means of some rapid transit only known to enterprising Yankees who dont't want to see the "blarsted Britishers" get ahead of us in anything. At all events, whether it was native and to the manner born, or a mere shred of the London article, it must be given the credit of being a downright earnest, persevering fog. When once it had made up its mind to put

THE ENTIRE CITY UNDER A CLOUD. It went about the business in a truly business way. It did not particularly care who liked it or who disliked it, and was consequently impartial in pay-ing its respects to all parts of town, though in the neighborhood of the two rivers it threw a darker shadow than anywhere else. The streets alone were not its only field of operations. Into back yards and from back yards through windows left open for ventilation's sake into the houses, un stairs and down stairs, in parlor and kitchen, in hallway and closet, it crept and floated about in fleecy clouds that chased one another from room to room at every draught of air. But it was out of deors, after all, that it revelled it its greatest glee It was thin and light as a veil of finest luce at midnight; but the shadows which at first lazlly soated in patches here and there, and that seemed to run away from you as you approached them, and then to come together again as you left them behind, grew more and more dense as the hours wore on. The stars at one o'clock were light, and could be seen twinkling as if from behind a screen of gauze; but two hours afterwards they had disappeared, and the fog had wound its thickest folds about the sleeping city. Now, it has never happened before that Gotham should be compelled to grope its way in the daylight, like a man feeling his way in the dark; but the fog had determined that it should do so yesterday, and so, for once, the laugh against our Cockney friends about their loggy London was on the wrong side of our mouth. Take our friend Jones' experience, for example. He got up, as usual, at five. He knew it was five, because he had heard the clock strike one five times; but for the life of him he could not see the clock on the mantel. There a film before his eyes, and that boy round the corner who makes his nightly Tom and Jerry was in his heart of hearts heartly cursed for overdeing the strong part of the mixture. But what was Jones' surprise on looking out of the window rubbed his eyes and looked again, but the film that had dimmed his vision in looking for the timepiece had not vanished and Jones became alarmed, probably because he had never known what it was to see nothing before. Up goes the window and as the and makes up his mind that the boy round the corner is not such a bad fellow after all. But Jones' experience out of doors was everybody's experience and everybody's experience was misery and dread. And yet, though

was the cause of many an accident there was a funny side to the general scene. At six o'clock and as late as seven the fog was impenetrable beyond a distance of five or six feet. The result was disastrous to nerves that were easily shaken. was disastrous to nerves that were easily shaken, the field to the lot of the horrid milkmen to begin the day's horrors. They got up as early as ever, did their screech owls, and though they have no better eyes than ordinary mortals they all managed to find their way to their customers' doors. But it was the horses that knew the routes—not the men. They yelled out their blood chilling cries, as usual, on arriving at the gate-ways, and it was just by reason of a sudden arrival of one of these milkmen at Jones' door when he was going out that the poor man was made to feel weak in the knees for the rest of the day. Down the stoop the way was clear to the payement, but weak in the knees for the rest of the day. Down the stoop the way was clear to the payement, but beyond that all was a "fleeting show?" of shadows. The poor man walked down bravely, but as he turned to grope his way up the street a shrill cry at his very car as of one in dire distress snote him to the heart and froze every drop of blood in his body. It was in vain that he gazed about him; there was nothing visible—nothing but the gloomy wail of cloud that shifted and flitted as if in gice at his horror. Again did the cry strike shrilly on his ear, and boldly striding hear the curb whence wall of cloud that shifted and flitted as if in glee at his horror. Again did the cry strike shrilly on his ear, and boidly striding near the curb whence it seemed to proceed he ran plump up against a wagon, and was cruelly greeted with "Don't you want yer milk to-day?" But Jones was not half so lost as was a denizen of the wilds of Yorkville, who, in an attempt to walk from his home in Seventy-fifth street, near avenue A, to the Third Avenue Railroad depot, about seven o'clock in the morning, lost his way in Seventy-lourth street and Second avenue, and who, on asking the policeman "Where am 1?" received the reply, "in New York somewhere—blamed if I know where." But it was at the hour when the early business men began to be astir that the effects of the log became deplorable as well as laughable. The lamps at the street corners gave but a sickly fare of light that, even at the distance of a lew feet, looked like a dim glimmer of a candle light blocks away. Near the river sides the hamps, it is said, could not be seen at all. Near First avenue and Forty-first street the lamplighter had to grope about with a lantern in his hand to FIND OUT WHERE THE LAMPS WERE.

On Broadway and the avenues, where the cars run frequently after six o'clock, the scene was a bewildering one. The log was thick, and the sight oil the hundreds of waylarers making their way through it was laughable in the extreme. It was everybody for himself. It was like walking on ice the way they walked, shuming their feet under them as though they feared if they took a long step they would blich over a precipice. And yet it was the most cautious who suifered the most. Collisions were the rule, not the exception, and "I beg your pardon, sir," was the greeting one got at every lew steeps, and men who "met by chance the usual way," and who for some reason or other londly embraced one another every time, the result of a collision was signalized by a clash of hat brims. The streets, indeed, seemed to have been turned into a vast Turkish bathroom, minus th sear, and boldly striding near the curb when

made by INVISIBLE WAGON WHEELS AND HORSES and the transing of

made by
INVISIBLE WAGON WHEELS AND HORSES
and the tramping of pedestrians. Ghost-like
forms in the distance fitted to and fro. From
out the fog, here, there and everywhere too the
Bound of approaching footsteps was followed by the
appearance of a dark, undistinguishable form slowly
emerging from the clouds of mist which gradually
assumed human shape and form as the clouds
geened to part to make way for it, and which in
another moment glided by in the dim light, and, if
you gook the risk of looking back, it could be seen
melting away in the distance—the folds of the fog
closking in upon it like a curtain, and finally shuiting it out from view alsogether. It was like

A DAY SELECTED BY GHOSTS
for an earthly airing, and the strangeness of the
scene was rendered all the more bewildering by the
cries of the stage drivers which greeted one's ears
from all sides, and the suddenness with which the
forms of the waylarers appeared and disappeared.
Occasingly the fog lifted—not wholly, but in spots
here and there—and then the buildings on the opposite side of the way loomed up gloomily, looking
wierd and gnostly through the misty atmosphere,
which, while not completely hiding them, made
them look far taller and grander than they were in

while not completely hiding them, made them look far taller and grander than they were in reality. The stage drivers, as they yelled and screeched to warn or irighten their lellows swarming up and down the street on their boxes, looked to passers by at a distance as though they were sailing in und-air; far away in the distance the drivers came first into view and the horses and stages sax, the log lying low to the earth. It was altogether, yesterday, a day of shadows and mystifications, and one that must have made every Britisher who loves to be reminded of his country's metropolis take an extra mug of 'harf and harp' to celebrate the occasion hily. It was a day that they Yorkers will not care to see the like of again, and if the same experiences are to be gone through with to-day (as seems probable, judging from the way the log was increasing last night) it need not be wondered at it some50dy boxes up the confounded thing and sends it to London, where logs are goest at home.

The scape at the loot of South Seventh street, Williamsburg, during the early morning especially, beggars description. Nearly the enture space.

The scane at the loot of South Seventh street, Williamsburg, during the early morning especially, beggars description. Nearly the entire space within the enclosure was covered by a mixed crowd of business men, elerks, taborers and working girls, whose countenances were the pictures of disappointment on discovering that all the boats of Rogsevelt street had been withdrawn, and the bully hope of reaching the Mecca of their desires was by Grand street, upon boats so crowded by teams and human freight that the more timid leared that they would be swamped. The approaches to the lerry houses were blocked tightly by vehicles, and the carses of the drivers mingled with the

IMPRECATIONS OF THE PEDESTRIANS.

An extra boat was put of the lipe from South

Seventh street to Grand street, New York; but still the accommodations were not sufficiently ample to transport the vehicles, many of which had to wait three or four nours for their turns. Once landed on the New York side people's difficulties did not end. The cars did not afford one-fourth of the would-be passengers transportation down town, and many hundreds had to exercise their muscles to reach their counting rooms and workshops. Hundreds of persons bound for home in the afternoon went to Rooseveit street, expecting that the boats were running, only to find the gates closed, although a person could see half way across the river, and they were forced to go by the foul-smelling, infectious cars of the Belt line to Grand street and there cross. This was especially annoying to

was especially annoying to

THE WORKING CLASSES,
who had to wait until fitteen minutes before six
ior the very unaccommodating ferry company to
send out their first boat to south seventh street.
The same utter indifference to the demands of the
public waiting in the evening at Williamsburg to
cross to Rossevelt street was manifested
by this cornoration. A funeral procession cross to Roosevelt street was manifested by this corporation. A funeral procession en route to New York and hundreds of people were delayed more than an hour, or until twenty minutes before six, for a Roosevelt street boat, although the fog had entirely disappeared and the tower of the East River Bridge could be easily seen. One of the gatekeepers gave a Heralb reporter as a reason for the delay that they were waiting for a pilot to get his supper. When it is remembered that the company collected three cents from the passengers and run them across to Grand street, where the rate is but two cents, the public can understand why this company do not desire to consume coal by delivering their passengers by the longer route to Roosevelt street.

Brooklyn Befogged. "I thought as much." exclaimed a man making his way through the fog bank towards the South ferry early yesterday morning, addressing his com-"I thought as much. The past two days have only been weather breathers, and a pretty state of affairs they have hatched. It will be late when we reach our place of business in New York. Oh, that that East River Bridge was up, whether it cost \$9,000,000 or \$19,000,000! We should have some certain means of reaching New York then.

"That is true," remarked his companion, as they stepped into the ferry house, which was thronged by belated business people, men, women and children. "These ferryboats are not only slow in their trips, but they are also dangerous. Just imagine

AN AWPUL CALAMITY

it would be were a collision to take place in mid river between these boats, which carry from 1,500 to 2,000 souls when their morning and evening trips are delayed by reason of a log! Nothing could come to their assistance from the shore, and, in the confusion which would result, very few per-

the confusion which would result, very few persons could avail themselves of the use of the life preservers, or, having them, could put them on properly. The loss of life would be awful."

"It would, indeed, be fearful," chimed in another citizen, as all bent forward trying in vain to detect the outline of the boat, which was whistling in the river and slowly feeling her way to the slip, guided by the bell, which kept up its meiancholy tune at the end of the pier adjoining the ferry slip. "In my opinion," remarked the last speaker, "the ferry companies do not take the proper precautions to avoid calamity. That is to say, they they have an abiding laith in a continuance of the same Providential protection and success that have characterized their efforts up to the present. They should exert themselves more to become familiar

same Providential protection and success that have characterized their efforts up to the present. They should exert themselves more to become familiar with the modern contrivances for guarding against loss of life in time of log. Each lerry slip should be provided with an electric light which would illuminate the viver from one side to the other, and thus enable vessels to avoid collision. Electric lights are expensive, I know, but so are suits for damages, which latter would be brought by the relatives of all who lost their lives in event of a catastrophe in a fog on the ferry."

The above conversation is worthy of publication, as it shows the temper in which the dark veil, ialling upon the Brooklyn shores, found the Brooklyn shores, found the Brooklyn shores, found the evening, to their places of daily labor, and, furthermore, it reflects valuable suggestions worthy the serious consideration of the lerry companies. Long lines of market wagons, grocers', butchers', brewers' and other vehicles extended from the lerry house gates up the streets, awaiting their turn to be transported to New York. The drivers of the vehicles in many instances indulged in tall swearing, which was none the less blasphemous for being unreasonable. After nine o'clock the sombre vail was infted from off the bosom of the regularity. Shortly after eleven o'clock, however, the dark, gray, moist atmosphere once more rolled along the streets of Brooklyn and over the river, obscuring the sun and shutting off any extended view of the suroundings. The darkness was remarkable, especially in the lower section, of North Brooklyn, and, coming up with such suddenness, caused alarm in the breasts of many. The writer turned down Myrtle avenue irom Pulton grey; just as a dark cloud, strongly resembling alone, was making?" way clong the avenue, and giving the impression to everybody that there was a fire raging on that thoroughlare. Penetrating the dense atmosphere as he progressed, the reporter met a policeman, who, upon being questioned as to whether

the coming of three days of supernatural darkness in punishment for the sins of the world, believed that the dreaded period was at hand. Happily these lears of the nervous were not realized and nothing transpired that could not readily be attributed to a second cause. Others there were who promise this section a repetition of the heavy-gaies which swept over a large section of England, doing great damage subsequent to the fog. In the course of an hour, by 12 o'clock, the light of day dispelled the darkness of the fog. and the winter's sun struggled through the misty clouds which had obscared his genial face from the earth. Travel was resumed, ladies went on the earth. Travel was resumed, ladies went on the every hoody was relieved from that leeling of oppression which a sudden immersion in a fog engenders. There were no serious accidents reported in Brooklyn.

AT THE BROOKLYN NAVY YARD.

Outside work on the Minnesota, Florida and Roanoke was suspended during the prevaience of the fog at the Navy Yard yesterday, and the monitor Dictator was not able to find her way to the Erie dry dock, South Brooklyn, where it is proposed to take her for repairs. The owners of the "blockading" coal barge Upland were unable to commence operations for raising her. The Arapile's sallors are very weary of their present station, and sigh for the dawn of the day when the dock gate will open to permit their egress out upon the saline waters. The story concerning the discovery of a plot to blow up the Minnesota at the yard, which appeared in a cheap morning paper, is denounced as false oy the officials at the Navy Yard.

The Fog on Staten Island.

The fog of yesterday morning was the thickest ever seen on Staten Island. It was said by some of the oldest residents, many of whom have seen 'the London fog" years ago, that the fog which enveloped the island yesterday "came within an ace of it."

ace of it."

The trains from Tottenville were several minntes behind, and the street cars moved so slowly that patience became a virtue. The ferryboats on the north and south shores ploughed their early trips through the fog from the island to the city very slow, and in one or two instances a collision was imminent. The regular trips were made, but the cars were over half an hour behind.

The Upper Bay was so belogged that many vessels intending to leave at an early hour had to wait over.

PIGEON SHOOTING ON STATEN ISLAND.

Messrs. Charles Metcalfe and John A. Decker thot a pigeon match, yesterday, at the Sea View Park track, New Dorp, Staten Island, resulting after a close contest in Metcalfe's favor.

# PICEON SHOOTING TOURNAMENT

BUFFALO, Dec. 17, 1873. A pigeon shooting tournament commenced in this city to-day, open to all ama-teurs. First prize, \$150; second prize, \$125; tbird prize, \$100; fourth prize, \$75; \$125; tbird prize, \$100; fourth prize, \$75; fith prize, \$50; entrance fee, \$15. The match was snot from H and T ground traps at 15 single rises, 21 yards rise and 80 yards boundary. There were 49 entries. The following is the result of to-day's shooting:—Newell, Schultz and Weighell, each killed 14; Wilmer, Bear, Marsh and Lansing, 13; Green, Smith, Jones, Farrar, Miller, Clay and Dorr, 12; McElroy, 11; Loff, Wheat and George Smith, 10; Joll, Shefileld, Meivin and Tyler, 9; Nash, 8; Richmond, 7. Darkness put a stop to the shooting, which will be resumed at nine o'clock to-morrow morning.

### HEAVY FAILURES.

Oberholser, Keefer & Co.-Their Liabilities Over Half a Million-Edson, Bradley & Co .-Liabilities \$450,000-Condition of the Bankrupt Firms.

Failures of leading dry goods and importing houses, anticipated since the commencement of the panic, have at last begun, not, perhaps, on a very large scale, but still of sufficient magnitude to cause considerable aiarm, particularly as many ago only came to light yesterday. Early yesterday afternoon rumor spread through the commercial circles of the city that a very extensive whole sale dry goods and importing house had failed. The report caused very considerable excitement, and even affected temporarily the state of affairs in Wall street.

The alleged failure was rumored to be for at least \$500,000, and the excitement became proportion ately great. The name of the house which had failed could not be obtained up to three o'clock, the closing hour of business in Wall street. At length, however, after lengthened search, the HERALD reporter discovered that the latest heavy failure in the commerc | world of New York is of Oberholser & Keefer. Their card reads as follows:-

JACOB OBERHOLSER SAMUEL KEEPER.
OBERHOLSER & KEEPER
OBERHOLSER & KEEPER
OBERS OF
FOREIGN AND DOMESTIC
WOOLLENS.
327, 329 and 331 Broadway, New York.

A VISIT TO THE ESTABLISHMENT

showed that the firm in question occupied very extensive and imposing premises at the before mentioned numbers on Broadway. A mere glimpse at

showed that the firm in question occupied very extensive and imposing premises at the before mentioned numbers on Broadway. A mere glimpse at the interior aspect of affairs showed that the situation was gloomy in the extreme.

In ONE CORNER of the establishment, nearest Broadway, sat some five or six individuals, with rueful countenances, cogitating on the state of affairs. They had evidently suffered in some way from the failure and looked correspondingly uncommunicative. There was one, however, who maintained his self-possession and seemingly natural politicness.

In reply to a question of the Herald reporter the gentleman in question said that Messrs, Oberholser & Keefer, the principals of the firm, had just gone to attend a meeting of the creditors.

Careful investigation in regard to The Bankruff firm.

Careful investigation in regard to Pily & Oberholser, the latter of whom was the principal in the now bankrupt firm. When Mr. Ely withdrew the house was reorganized under the name of Oberholser & Keefer. This last mentoned partnership began two years ago with a special capital of \$150,000, to which alleged general partners added \$50,000. It is alteged that a Mr. Worthington "put up" the \$150,000, Mr. Oberholser on his own statement having advanced nothing to the new firm because he had had special relations with Worthington and assumed part of his liabilities to the firm of Ely & Oberholser. To the capital stock of \$150,000 the general partners of the newly organized house of Oberholser & Keefer added \$50,000. They admit having done on this impaired capital of \$200,000 a business of between \$2.000,000 and \$3,000,000 a year.

THE FAILURE is said by the principals of the firm to be owing to the panic and consequent shrinkage of values. They claim that the number of their merchandise creditors is about 150, chiefly commission houses and importers. The foreign indebtedness is small, the firm having done mahily a jobbing business.

AN INTERVIEW WITH THE HEAD OF THE FIRM.

Mr. Oberholser, the head of the firm, th

sombre vail was lifted from off the bosom of the river, and navigation was resumed with wonted regularity. Shortly after eleven o'clock, however, the dark, gray, moist atmosphere once more rolled along the streets of Brooklyn and over the fiver, obscuring the sun and shutting of any extensed view of the surroundings. The darkness was remarkable, especially in the lower section, of North Brooklyn, and, coming up with such suddenness, caused alarm in the breasts of many. The writer turned down Myrtle avenue irom Fulton street, in the section, of North Brooklyn, and coming up with such suddenness, caused alarm in the breasts of many. The writer turned down Myrtle avenue irom Fulton street, in the section, of North Brooklyn, and coming up with such suddenness, caused alarm in the breasts of many. The writer turned down Myrtle avenue irom Fulton street, in the section, of North Brooklyn, and coming up with such suddenness, caused alarm in the breasts of many. The writer turned down Myrtle avenue irom Fulton street, in the section, of North Brooklyn, and coming up with such suddenness, caused alarm in the breasts of many. The writer turned down Myrtle avenue irom Fulton street, in the section of the sature of the salting to the status of the bankrupt firm, its antecedents and way of doing business.

Oberholser is a tail, dark complexioned man, with Mephistophelian visage. He was by no means ready in answering questions. He admirted, however, the following instructive particulars:—The house of Oberholser is a tail, dark complexioned man, with Mephistophelian visage. He was by no means ready in answering questions. He admirted, however, the following instructive particulars:—The house of Oberholser is a tail, dark complexioned man, with Mephistophelian visage. He was by no means ready in answering questions. He admirted, however, the following instructive particulars:—The house of Oberholser is a tail, dark complexioned man, with Mephistophelian visage. He was by no means ready in answering questions. He admirted, howe

appointed chairman of the committee of five. This committee has not been empowered by the majority of the creditors to settle up the liabilities of Oberholser & Keefer. No general meeting of creditors has yet been held.

Mr. Oberholser said last evening that he is from Akron, Ohio, and that he made most of his money there. Keefer is from Indiana, but has been in business in New York for a considerable time. He was at one time a member of tac firm of Bradley, Keefer, Welter & Co., and subsequently of the house of Edson, Bradley & Co., jobbers in woollens, who failed on the 10th inst., with liabilities of \$450,000.

About a year and a half ago

\$450,000.
About a year and a half ago
VERY UNPLEASANT RUMORS
were rife in regard to two fires which occurred in
one month at the establishment of Oberhoiser &

one month at the establishment of Oberholser & Keeler. Mr. Oberholser says that when the panic began Mr. Oberholser says that when the panic began their liabilities were from \$800,000 to \$900,000, and their surplus \$160,000 to \$170,000. The fire which occurred on the 27th of April caused, Mr. Oberholser states, so much damage that the house was unable to resume business until the 20th of August. He admits that he was fully covered by insurance; but alleges that his force of about 70 men, having been engaged by the year, had to be paid full salaries between the day of the fire and the resumption of business.

# BROOKLYN YACHT CLUB.

Distribution of Prizes Won During the

Past Yachting Season.

A special meeting of the Brooklyn Yacht Club was held at its rooms, No. 26 Court street, last evening, the prominent object of which was the distribution of prizes to the owners of the several yachts that were winners during the regatta in June last and on the annual cruise of the club up the Sound. The majority of the officers and all of whom evinced the liveliest interest in the proceedings. The prizes were placed upon a table in the centre of the front room, receiving much attention and many praises from one and all. Mr. P. W. Ostrander presided.

room, receiving much attention and many praises from one and all. Mr. P. W. Ostrander presided. After the prehminary business of calling the roil and the election of Mr. Daniel Edgar, Jr., of New Rochelle, as member of the club, the distribution commenced.

Vice Commodore Dickerson, in a neat speech, presented Commodore Voorhis with two prizes won by the Madeleine during the regatta. The first of these—the club prize—was a large and magnificent mandoline, playing six tunes, and the second—the flag officers' prize—a beautiful silver fish knife. The Commodore feelingly responded, thanking the members for their uniform kindness and courtesy.

Then followed in the order named the presentation of the Union prize to the Fleur de Lis, Vice Commodore Dickerson, an elaborate and costly energine, the salver of which is richly gift, and bearing the figures of Neptune and his court, while the apex, of glass, is trumpet shaped. First class sloops—Vision, Joseph J. Alexandre, silver icetongs, flag officer's prize, and two unique bronzes, American birds in full flight, the club prize; Undine, Brasher and Fowler, Union prize, 'dozen silver dessert knives with pearl handles. Second class sloops—Sophia, Chauncey N. Felt, two oil paintings (not yet finished); J. T. Seagrave, Oceanic Club, silver wine caster, Union prize. Third class sloops—William Edgar Morris, large marine glass, Union prize. The foregoing were won during the regatta, while the sub-joined were presented for competition during the cruise and were won in the harbor of New London, July 23—Maggie B., Charles S. Stratton, dozen silver nut pickers, spoan and two silver crackers; Commodore, Joseph Elisworth, metallic barometer.

# EXPLOSION AT A POWDER MILL

ROCKLAND, Me., Dec. 17, 1873. The mixing mill at the Warren Powder Manu factory exploded about four o'clock yesterday afternoon. Fortunately no lives were lost, the workmen having gone out a few minutes before. The mill was entirely destroyed, parts of it being blown across the river, and the building next it was badly damaged. Glass was broken in others. Houses in Warren village were shaken by the concussion.

# BRIDGING THE HUDSON RIVER.

Laying the Corner Stone of the Proposed Bridge at Poughkeepste.

POUGHKEEPSIE, Dec. 16, 1873. The city is thronged with strangers to-day to participate in the laying of the corner stone of the proposed bridge across the Hudson at this place. A special train arrived here from Hartford shortly efore noon, having left Hartford at seven A. M. and reaching this city in three hours and 40 minutes after, which is considered extraordinary good time, when the fact is known that it came over two new railroads-the Connecticut Western and the Poughkeepsie Eastern, both of which are the main eastern connections of the proposed bridge. On board the train were Mayor Robinson, of Hartford, and representatives of the Hartford Common Council, members of the Connecticut Governor's staff, the President of Trinity College, and about 125 of Hartford's most prominent citizens.

The fast train from New York on the Hudson River Railroad brought J. Edgar Thompson, of the Pennsylvania Railroad; A. L. Dennis, Samuel Sloan, john J. Blair, J. H. Lendville, A. Carnega, C. B. Thurston, G. F. McCandlass, G. S. Howell, J. M. Tower, M. Perry and others. They were in a special drawing room car attached to the train. All were very hospitably received by the Pough

keepsians. At noon a procession was formed, and moved forward in the following order :-

lorward in the following order:—
Colonel George Parker, Grand Marshal,
Alds
Platoen of Police,
Band.
Veteran Volunteers.
Twenty-dist Regiment.
Engineers of Fire Department.
Band.
Poughkeepsie Fire Department.
St. Feter's T. A. B., society.
Students of Eastman College.
Knights of Pythias.
United American Mechanics.
German Turners.
J. O. O. F., two Lodges.
Band.
Free Masons,
Fifty Carriages
containing Guests.
r countermarching through Main stree

After countermarching through Main street the procession proceeded to Reynolds' Hill, on the bank of the Hudson, where the corner stone was to be laid. The ceremony of laving the stone was conducted entirely with Masonic exercises, Grand Master James W. Husted, of Westchester, officiating. The same form was gone through with as on the occasion of laying the corner stone of the new

the occasion of laying the corner stone of the new State Capitol, and the exercises were witnessed by certainly 10,000 people.

In order to give the readers of the Herald some idea of the importance of this bridge, it is, perhaps, well enough to write what its connections will be.

A line drawn directly west from Poughkeepsie will pass through Chicago and Omaha and very close to Cleveland, Sandusky and Toledo, while Cincinnati and St. Louis he to the south of it. No great Western cities lie north of taz line but Detroit, Milwaukee and St. Paul; and, to reach these by rail, one must go around the south side of take Erie, which is south of the line. It a railroad could be built due west from Poughkeepsie, therefore, it would be the most direct route for the stream of travel east and west. Every mile north or south of this city, or of the direct line east or west, that a passenger on his way West goes before crossing the Hudson is just so much out of the way and adds accordingly to the length of the route, the time consumed in the passage and the expense of carrying.

DISTANCE SAVED BY THE POUGHKEEPSIE BRIDGE ROUTE.

There are now three great lines between New

DISTANCE SAVED BY THE POUGHKEEPSIE BRIDGE ROUTE.

There are now three great lines between New York and the West—the Pennsylvania Central, the Erre, and the New York Central. The first two are compelled to transport passengers across the Hudson by ferry, and must with our present engineering facilities continue to do 80. The third, the only all-rail route, has its bridge at Albany, 75 miles north of the points aimed at, and every car that runs over it must not only run that 75 miles northward to no purpose, but somewhere on its way must and does turn southward again for an equal distance. The same is true of the roads terminating at Jersey City. There is now no all-rail route for coal from the mines of Pennsylvania to the East but the roundabout one by way of Albany. from 80 to 125 miles longer than the route through Poughkeepsle.

From Scranton, Pa., and the coal mines of that

from 80 to 125 miles longer than the route through Poughkeepsie.

From Scranton, Pa., and the coal mines of that region, to that part of Massachusetts centring about Springfield, and of Connecticut, centring about Hartford, by the way of Albany, over present railroad lines, the proximate distance is 318 miles. By the way of Poughkeepsie, over the Connecticut Western, and Poughkeepsie and Eastern Railroads on the east, and roads projected and building on the west, it will be 216 miles—a saving in favor of the Poughkeepsie Bridge route of more than 100 miles in the 318, or more than 30 per cent.

The saving in distance by this route over the one by Jerse City and New York, independent of the cost and delays of transanipment of freight and

one by Jerser City and New York, independent of the cost and delays of transsnipment of freight and ferriage of passengers, is, to hartford 50 miles and Springfield 63 miles.

This same important saving in distance not only affects every part of the country on the line from Boston and Frovidence to Pittsburg, but proportionately the whole of New England and the West. These lacts alone are sufficient proof of the necessity for a bridge at Poughkeepsie, for a direct through middle route; and with New England, the headquarters of manmacturing in this country, using militons of tons of coal, it becomes an immediate, imperative necessity. Poughkeepsie is also the only present and prospective

RAILROAD CENTRE

irom the East to the West, between New York and Albany. A line drawn from Boston to the coal fields not only passes through Poughkeepsie, but the railroads already built or in progress are on this line. It is the only notice in the Hodson where

irom the East to the West, between New York and Albany. A line drawn irom Boston to the coal alieds not only passes through Poughkeepsie, but the railroads already built or in progress are on this line. It is the only point on the Hudson where railroads on either side of the river are concentrating, making direct railroad connections.

The entire length of the bridge will be about one mile, of which about half—a trifle less than 2,500 leet—is over the channel of the river, and the other half consists of approaches, mainly on the east side. The height of the bridge from the water to the bottom chord of the huge trusses is 130 feet, and the trusses themselves will be about 65 leet high, so that the entire elevation of the track above high water mark will be nearly 200 leet. There will be four piers in the channel, and one on each side close to the bank, so that the main bridge will consist of five immense spains, each 500 leet long. The land approaches will be made up of shorter spans, according to the nature of the ground over which it passes.

Each pier on the land will be built of solid granite or binestone masonry, the foundation being laid on the bed rock, like that of No. s. where the corner stone was laid yesterday. These will be 8 or 10 in number, and will vary in height from 20 to 80 or 90 feet. The piers, or abutments, on the bank will be somewhat similar, but higher, and in all respects more massive and substantial. The piers in the stream present the greatest difficulties to the engineer, and will be the most important and costly part of the whole structure. They must not only extend 130 feet above high water, but about an equal depth below, in order to secure a solid and immovable foundation; and it is this work below the surface that taxes the skill and science of the builder. In olden times such piers were usually built either by dumpting in stones, forming what is the work below the surface that taxes the skill and science of the builder. In olden times such piers were usually built either by dump under it. That inside is then pumped out, the earth removed either by machinery or by sending a man down in the well thus formed, and the driving down continues till the pile rests on the rock, when it is filled with concrete. Another is placed beside it, and then another, till the area of the bottom of the pier is covered. They are then botted together and fastened by a band passed around the whole, after which the space between is filled with concrete as well as the piles themselves. A riprap of loose stone surrounds the whole, and gives it still nurther stability and firmness.

These pneumatic piles will extend to within eight feet of the surface of the water, where the masonry will begin. This will be of granite, cut in large blocks without seam, and laid in the most careful manner. Each pier will be pointed in the direction of the current each way, so as to withstand the action of the ice, and will be farnished with a light at night, to enable boatmen to avoid it.

The superstructure will be of iron, the trusses

avoid it.

The superstructure will be of iron, the trusses being formed after a plan invented by Mr. Linyille, the chief engineer of the bridge, and known as the "Linville truss." It is peculiarly adapted to long spans, having been used in the bridges across the Ohio and Mississippi, but these will be longer than have ever before been built. Mr. Linville, how-

ever, has no doubt of their practicability, and is ready to guarantee not only to piace them in position, but that they will bear any strain that may come upon them when complete. The railroad track will be laid upon the top chord, and perhaps a wagon road will be made on the bottom, but this has not been definitely decided.

The proceedings this atternoon opened at Colleywood Opera House with an address of welcome by Mayor H. G. Eastman, and closed with a grand banquet, at which appropriate toasts were read and responded to.

The galleries of the opera house were thronged with laddes and gentlemen, and the greatest enthusiasm prevailed. Nearly all the visitors left for home on the early evening train.

#### CUBA.

Slave Owners Discussing the Question of Slavery-The Principle of Freedom Making Steady Progress.

#### TELEGRAM TO THE NEW YORK HERALD.

HAVANA, Dec. 17, 1873. The slavery question is now seriously discussed among slave owners.

According to telegrams and letters from Spain the government is determined to bring the question before the Cortes for action, but desires the slave owners to propose some plan, making the abolition of slavery a certainty without injuring seriously the agricultural prosperity of the island. Many prominent slave owners are in favor of treating slaves like contracted Chinamen. It is doubtful whether the Cortes would sanction

such or a similar plan. The number of members of the Havana Abolition

Society is increasing.

#### SPAIN AND CUBA.

War Office Preparation for the "Crushing" of the Co onial Rebellion.

TELEGRAM TO THE NEW YORK MERALD.

MADRID, Dec. 17, 1873. A Council of War has been appointed, consisting of Generals José Concha, Caballero de Rodas, Valmaseda and Partilla, to examine the plan of a campaign submitted by Brigadier General Donato for the complete crushing of the Cuban insur-

### ANOTHER CUBAN EXPEDITION.

The Patriots Fitting Out the Steamer Edgar Stuart in Baltimore-Colonel Melchor Aguero and His Merry Men Before the Mast.

The steamship Edgar Stuart, famous for her services in the cause of Cuba Libre, has been lying in idleness and solitude at one of the Baltimore wharves ever since February last, when she put into this port after the third of her successful blockade-running expeditions to the island with

men and

ARMS AND WAR MATERIAL. for the patriot army. This is the last of the ships which the Cubans have employed for that purpose, and she has so far bad a more successful career than any other one.

After being unemployed for ten months, the friends of Cuba in this country have once more turned their attention to her, and she is now being fitted up for another expedition to the island.

The operations of putting the vessel into proper condition for sea have been conducted with secrecy, and had considerably progressed before they attracted any attention. Two weeks ago Colonel Melchor Aguero arrived here

WITH A CORPS OF AIDS, and at once went to work on the ship. Colonel Aguero is a Cuban gentleman of large property in the Island, who served in the revolutionary army from the outbreak of the war for freedom, and after being four years in the field left Cuba and came to the United States. In March, 1872, he purchased the Edgar Stuart at New London he purchased the Edgar Stuart at New London, Conn., and started for Cuba with a cargo of arms, ammunition and reinforcements for the army.

On the 1st, 2d, and 3d of January last the Stuart made three separare landings of arms, which were safely conveyed to the Cuban army, and she then returned to Baltimore and has been idle since.

Colonel Aguero has with him as aides-de-camp Captain Pastor Burgos, P. Pitou, L. F. Sanches and Filiberto Aguero, the latter of whom is the executive officer of the ship. All of these have seen service in the cause of Cuba, both on land and at sea.

Colonel Aguero's assistants all look like men of Colonel Aguero's assistants all look like men of courage and resolution, and they bear about them the marks of long service. The most noticeable of them is the Engineer. Mr. G. Acosta, sometimes known as Leonardo Basso. He was the Engineer-in-Chief on the Hornet and Anna, and is a thor-couply comparent man. Finder his directions the

them is the Engineer. Mr. G. Acosta, sometimes known as Leonardo Basso. He was the Engineer-in-Chief on the Hornet and Anna, and is a thoroughly competent man. Under his directions the repairs to the engines are now being made.

The Stuart made her last voyage with a broken shaft, and she will need a new one before being ready for sea. This is now being forged in this city, and is the greater part of the necessary repairs. The ship is otherwise in excellent condition, and needs only to have her bottom cleaned and rigging set up. Her topmasts are now on deck and will soon be placed in position. Next week she will be placed on the marine railway and alterwards sent to the machine shop to have the new shaft put in.

The Stuart is a fine vessel, 175 feet long and 241 tons burden. She was originally

BULL AS A PLEASURE YACHT,
and can run her 16 knots an hour with great case.

The officers have no fear of being unable to fand their cargo, which will be a large one, and composed of arms, ammunition and a great variety of war material. A number of recruits for the Cuban army may also be taken, but that will depend upon circumstances, one of which will be the keeping of the ship from any violation of

THE NEUTRALITY LAWS OF THE UNITED STATES.

The question will enter largely into the future movements of the Stuart, but Colonel Aguero has a precedent to go by, which, if observed, ought to prevent any interference with the expedition by the United States authorities. When the steamer Edwin H. Webster was purchased in this port by the United States authorities. When the steamer Edwin H. Webster was purchased in this port by the United States authorities. When the steamer Edwin H. Webster was purchased in this port by the United States authorities. When the steamer Edwin H. Webster was purchased in this port by the United States authorities.

The Guessian was received from Washington as to her right to depart. This decision was to the effect that, as her papers were all right and she had cleared from Mashington as to her ri

ART MATTERS. Sale of Art Books To-Night. This evening a number of interesting and valuable art books are to be disposed of at auction, at Clinton Hall, and the sale will be continued on Friday and Saturday evenings. Among them are two fine missais in a state of perfect preservation. One of these is a large and beautiful manuscript of the sixteenth century, on 78 leaves of veilum and with nearly 200 illuminated capitals. The manuscript was executed for Pailip II. of Spain, and is a relic of those years of monkish seclusion wherein the superstitious illuminator dreamed himself into an ecstacy, while his dett hands handled with exquisite touches the spiendid colors and the gold with which he arabesqued the veilum with rainbows. The other missal is an illuminated manuscript of the early part of the fifteenth century, with 14 full page miniatures in the manner of Hemiling, and emblazoned with fruit and flower borderings. There are also upwards of 20 small miniatures and a picturesquely adorned calendar. The size is 8vo, and the work is bound in crimson veiver, with antique silver clasps. Besides these two medieval reminiscences there are quite a large number of volumes, more interesting in an art than a library aspect. Eminent among these are the British Gallery of Pictures, the Crozat Gallery, the Florence Gallery, Gilray's caricatures and Hogarth's works. the sixteenth century, on 78 leaves of vellum and

#### DEVASTATION BY A TORNADO. The Town of Milton, Cal., Entirely Destroyed-Several Persons Injured.

SAN FRANCISCO, Dec. 16, 1873.
A tornado passed over the town of Milton, in this State, to-day, destroying the entire place. Several buildings were blown away from their loundations, and other buildings were prostrated. A number of persons were badly injured, but no lives were lost.

# ACHEEN.

Defeat of the Imperialist Army by the Invading Dutch-Surprise by the Natives and Severe Fighting.

#### TELEGRAM TO THE NEW YORK HERALD.

SINGAPORE, Dec. 17, 1873. The body of Dutch troops under the command of General Van Swieten, which lately landed on the constrol Acheen, have had an engagement with the

SURPRISED BY THE NATIVES AND PIGHTING STILL IN A rumor is current here that the Acheenese made

a night attack upon the Dutch screes, surprising

A heavy battle was fought, the result of which is not yet known.

#### SPAIN.

Radical Reformers Placed Under Arrest.

#### TELEGRAM TO THE NEW YORK WERALD.

MADRID, Dec. 17, 1873. Fifty arrests have been made as Barcelona of persons engaged in the recent demonstration in favor of declaring Barcelona an independent Canton.

#### FRANCE.

An Important Debate Pending in Parliament-President MacMahon to Enjoy a Pleasant Role.

#### TELEGRAM TO THE NEW YORK HERALD.

VERSAILLES, Dec. 17, 1673. The Assembly to-day, despite the opposition of the Left, decided to discuss the bill empowering the government to nominate Mayors of citie immediately after the budget is acted upon. PLEASING ACTION TOWARDS THE PRESIDENT AND

The Committee on Finances to-day voted to increase the salary of President MacMahon in order to enable him to give fetes at Paris. This action does not imply the removal of the

# national capital to Parts.

# GERMANY.

An Iron-Clad Oath To Be Taken by Bishops Generally.

#### TELEGRAM TO THE NEW YORK HERALD. BERLIN, Dec. 17, 1873.

An ordinance is officially promulgated to-day ordering that in future all bishops, upon their installation, shall swear to maintain the completest subordination to the State and co-operstion in the suppression of all disloyal intrigues.

### ROME.

Creation of Cardinals-Vatican Compliment to

France and Spain. TELEGRAM TO THE NEW YORK HERALD.

Rows. Dec. 17, 1873. The Panal Nuncio at Paris has been notified that the Archbishops of Paris, Cambray and Valencia have been elevated to the College of Cardinals.

### ENGLAND.

Discount on 'Change-Bullion from the Bank-Conservative Gain in Parliament.

# TELECRAM TO THE NEW YORK HERALD.

LONDON, Dec. 17, 1873, The rate for money at the Stock Exchange on government securities is four per cent.

BULLION FROM THE BANK. The amount of builion withdrawn from the Bank of England on balance to-day is £9,000. CONSERVATIVE TRIUMPH AT THE POLLS.

# The borough of Huntingdon has elected Mr. Karslake (conservative) to the House of Commons

THE SOOLOO ARCHIPELAGO. Press Report of the Spanish Action in Prussian Trading Vessels-Charges of Contraband Against the Germans-The

#### Dons' Defence by Right of Law. TELEGRAM TO THE NEW YORK HERALD.

SAN FRANCISCO, Dec. 17, 1873. The China Press says the German brig Marie Louise was captured on account of her having been found at anchor among the Sooloo Islands, a very little distance from the land. The brig Gazeile, also German, was likewise captured at a distance of four or five miles from the coast, according to

the account of her Captain.

These two vessels were loaded with arms and

other munitions of war. The German Consul was present at the inquiry into the matter. He had received official informa-tion of the affair and heard the declaration of his countrymen before the tribunal, which adjudged that the capture of the vessels was under laws established from the earliest days of legislation in Spain and in strict conformity with those of tribunals for the same purposes in other countries.

off the coast of the Sooloo Islands, but had, before anchoring, already discharged a portion of her cargo, thereby violating all laws of contraband. The Captain of the Marie Louise remained on board of the ship. The people who made of from

The Marie Louise was not only found anchored

the ship were Mr. Field and the Second Mate. The Captain and the German Consul presented a protest customary in these cases, which, with the minutes of the matter, has been forwarded through the local authorities to the home government, who will give final decision according to Spanish law.

# CENTRAL AMERICA.

PANAMA, Dec. 8, 1873. This city and the isthmus generally enjoy profound peace. Ex-President Neira has left Panama

for Buenaventura.

Business in Panama is still dull and made more so by the failure of the banking house of Messrs. Fields, Penso & Co., in Aspinwall. These gentlemen decline, it is said, to give any explanation to their creditors.

The interior of the State is slightly agitated by the politicians, but is otherwise quiet.

Bonduras may be considered pacified. Considerable forces from Salvador and Guatemala still occupy the State.

The conviction is general that Costa Rica acquiesced in the expedition of Palaciss in the General Sherman, and in the attack which be made on Honduras.

The bombardment of the Castle of Omva by Her Britannic Majesty's snip Niobe, Captain Lambton Loraine, is still exciting a great deal of attention in most of the States of Central America. The Minister of Foreign Affairs of Guatemala directed the Honduras Minister in London to complain of it to the British government.

Indigo has risen to seven reals, and is likely to increase in price, in San Salvador.

On the 21st uit, General Guardia retired from the Presidency of Costa Rica and Don Salvador Gonzalez, as the first substitute, was called on to exercise the executive power. so by the failure of the banking house of Messrs.

THE APPOINTMENT OF COURT ATTENDANTS. The Corporation Counsel, in a letter to the Comptroller, decides that the appointment of attendants upon the courts in New York is vested in the upon the courts in New York is vested in the
Judges, and the act of 1870, transferring the power
to the Comptroiler, is unconstitutional and void.

He adds that as the Supreme, Superior and Common Pleas courts of the city of New York have decided that the statute referred to contravenes the
constitution, he is of the opinion that further litigation upon the question could result only in imposing uscless expenses upon the city, and advises that the matter be treated as settled without
appeal to the Court of Appeals.