

SEARCHING THE NORTHERN LIGHT.—ARREST OF THE FILLIBUSTERS.—We have already given an account of the arrest, flight and recapture of the steamer Northern Light. The New York Tribune says the conspiracy was a wide one, and that one of its objects was the acquisition of San Domingo and Cuba by conquest or otherwise.

“It is alleged that thousands of the most reckless adventurers in the Atlantic cities have already been enlisted in this movement, and that the ranks of the would-be invaders are daily augmented by extensive accessions from the interior. And it is farther alleged that Walker cares not a tittle for Nicaragua, any further than as she may prove serviceable as a gathering point for the invading army. So far as we can learn, this information is supposed to have come into the possession of the United States Government through the treachery of the man who was to have gone out as general of the expedition. How true this may be we have no means of judging; but that this person is said to have revealed the plans of the Cuban Junta—the Junta, by the way, is charged with being at the bottom of the whole affair—that he was visited at his own house in Brooklyn, after midnight, a few nights since, and dragged from his bed by armed ruffians, and no doubt would have been slain had he not seized a timely opportunity to escape from their bowie knives, is well known.

About 1 o'clock on the morning of Tuesday, a steamer—the John Burbeck—went alongside of the steamer Northern Light, as she lay at anchor in the North River, under the guns of the cutter Washington and the steamer Vixen, and took off 170 or more persons who had no passage tickets, and according to the statement of the agent of the Transit Company, had no right to be on board. How this act accords with the orders of the District Attorney to allow none of the passengers to land, we have not yet been able to discover. The officers of the government went on board on Monday afternoon, with warrants for the arrest of Parker H. French, Addison Farnsworth, George B. Hall, Lewis Schlessinger, — Maloy, — Dillingham (French's Secretary), on the charge of setting on foot an expedition against, and providing the means for, an invasion of the State of Nicaragua. Schlessinger was arrested, but managed to escape by changing his garments with another person on board, and putting off unobserved in a small boat to the Jersey shore. He has not since been arrested. The steamer was left for the night in charge of Capt. Faunce and Lieut. Stanford, of the revenue cutter Washington.

Yesterday morning Mr. Joachimseep, attended by other United States officers, went on board the Northern Light, and examined all the passengers and their tickets. The statements of the passengers were compared with the ship's passenger list, and where discrepancies appeared the parties were held for examination. The questions put to the passengers were mainly with a view to elicit where they got their information in regard to Nicaragua, and of whom; what they paid for their passage, and what were the inducements held out to them to proceed thither. About a dozen persons, who were found without passage tickets, said they had been hired by Mr. Joseph Newton Scott, the agent of the Transit Company at Nicaragua, to work upon the docks, &c., of said Company. Mr. Scott, on being appealed to, confirmed their statements. Several of these people were, however, ordered to appear at the United States District Attorney's office this morning, at 10 o'clock. Messrs. A. J. Morrison and J. Croley were sent on board the cutter Washington yesterday morning, as witnesses, and Messrs. Farnsworth and Hall were placed under arrest, to appear at the office of Mr. McKoon this morning, under suspicion of being leaders in the invading enterprise.

As might be supposed, the bona fide passengers of the Northern Light are much incensed at the detention of the steamer, and the officers are extremely anxious to get away. Yesterday none of the cargo was examined, and we understand the whole of it has yet to be broken open, so that it will be at least two days before the steamer can possibly leave. The operation of breaking cargo would have been begun by the United States officers yesterday afternoon, but the Captain, when asked for the manifest—upon which he obtained his Custom House clearance—could not produce it. He showed the manifest of the Express freight, but this was not deemed sufficiently explicit. The bulk of the suspected freight was received from the California Express Company of G. H. Wines & Co. This amounts to 4900 pounds, and is sworn to consist only of harness and agricultural implements.

In reference to the persons who left the Northern Light on Monday night, Capt. Tinklepaugh states that the circumstance was by no means unusual. He says it is common for a large number of loafers to crowd on board California-bound ships just as they are about to sail, with the intention of hiding themselves, if possible, until the ship is out at sea, to avoid paying fare. In such cases it is usual to search ships at Quarantine or Sandy Hook, and to send all stow-aways ashore at one of those points. In this instance the authorities did not give them time to do so. On the other hand, the United States officers assert that these people had no tickets, but that a private arrangement existed between Mr. Parker H. French and Mr. Joseph L. White, in which the former has agreed to pay \$20 or \$25 a head for each male passenger to Nicaragua.

When we went on board yesterday none of the “roughs” were visible; but the passengers described those who left during Monday night as the most ruffianly and vile of all the off-scourings of creation. The captain of the First Ward Police, speaking of them, said that they consisted for the most part of pocket-book droppers, sneak thieves, runners, hackmen and vagabonds of the worst class in the city, and it was a great pity that they were not to be so easily got rid of.