her stepfather and grandfather, which, after denial, was procured by the good citizens of Harper's Ferry, whose sympathies were enlisted in behalf of the daring young couple. They had escaped a love-lorn fate, but not a tolerably efficient influenza; for the barge in which they were married leaked so badly that the water was up to their knees before they were totally, absolutely and finally one.

Some secret history came out during a recent debate in the French Senate. M. Jules Ferry, provoked at M. Simon's condemnation of the Decrees, said it was all very well to retire to the serene heights of a platonic Republic, but that Republic sometimes woke up at night in the face of a 16th of May, and the present Cabinet would not fail into the snare in which M. Simon had allowed himself to be caught. M. Simon replied to this home-thrust by stating that his history of the 16th of May was a waiting a suitable moment for publication, that he had not been caught in any trap, that eight days previous it had been proposed to him that he should remain long in office on condition of abandoning the rules of constitutional government, but that he had preferred falling into any snares, and breaking off his career, to faithlessness to the principles of the Parliamentary system. This evidently means that about the 8th of May, 1877, the dissolution of the Chamber was suggested to him. The Paris correspondent of *The Times* (London) says it was when the Chamber unconsciously signed its death-warrant by inviting the Government to repress Ultramontane demonstrations. It would now appear that between the 4th and the 16th, M. Simon had the offer of a long spell of office on condition of dissolving the Chamber. Unless, however, he is greatly maligned, he himself contemplated an early dissolution, and the general opinion will be that this offer was a trap laid for him. As soon as he had procured the sanction of the Senate to the dissolution he would have been unceremoniously dismissed, and as he and his supporters would thus have given unpardonable offence to the other Republican sections, a Reactionary Cabinet would have won an easy victory over a divided enemy.

HEWITT AND THE FORGERY.

PARTIAL DEFENCE AND DEEP REGRET.

Mr. Hewitt has addressed a letter to *The Nation*, explaining, and in part defending his relations to the Morey letter. He insists that he supposed the letter to express views he had a right to think General Garfield entertained, and denies that any such friendship existed between them as to warrant the charges against him of personal treachery. On this point he says:

But as a matter of fact we were not and never had been "friends" in any proper sense of the term. We met the first time at the opening of the Forty-fourth Congress. I soon learned to admire his intellectual ability, his wonderful force in debate, his unrivalled power of statement, and especially on financial questions, where, as a rule, our views were in accord. This admiration I frequently expressed, but there was, in fact, an insuperable bar to the formation of any friendship between us from the outset, and this bar never was, nor by any possibility could ever have been removed. For four years we were near neighbors; we both kept house, and my mode of life was such as to bring to my table for social intercourse the prominent men of both parties. General Garfield never crossed my threshold, nor did I ever enter his door. If we had been friends such a state of things would have been impossible.

But although we were not friends we were not enemies. As I have stated elsewhere and now repeat, our relations were always pleasant, but they were the pleasant relations of political opponents and not of personal friendship. This statement is only made because it is necessary for my just defence, and no doubt it will be confirmed by General Garfield. If any further evidence, however, be needed on this point let your readers refer to my speech in *The Congressional Record* of February 24, 1879, by which it will be seen that even if the ties of friendship had ever existed it must have then been sundered, and good reason will appear why I was not prepared to accept as conclusive the mere verbal denial of General Garfield, when his sworn testimony on a previous memorable occasion had failed to satisfy his own party associates, his neighbors, and the very newspapers who now reflected most severely upon me for my want of confidence in his unsupported assertion.

Mr. Hewitt repeats the circumstances under which he first expressed his belief in the genuineness of the letter; denies that he advised its publication; and concludes thus:

With this statement I submit my conduct to the candid judgment of your readers, but not without expressing the deep regret which I feel that unlikely chance should have brought me where my opinion was asked in regard to the authenticity of a letter which, so far as I was concerned, was a matter of profound indifference, and in regard to which I never suspected that any controversy or embarrassment could possibly arise. I feel that it rather than General Garfield, have been the victim of the forgery, for he has, notwithstanding, been elected President, while I have had the singular experience of a denunciation from the bench in a case to which I was not a party, in which I had no hearing, before a judge who seemed to confound the witness with the alleged criminal. I have, therefore, more reason than General Garfield "to hunt the rascal down," and to insist that one punishment shall be meted out to those who have violated the law.

PUBLIC OPINION.

The Southern Democratic papers are just now much more serious and outspoken than the most of their brethren at the North.—[Boston Herald (Ind.)

The anxiety manifested by the Democrats to return the Civil Service before they come to power, is only paralleled by their efforts to repeal the Federal Election Laws as their very extra session.—[Pittsburg Commercial-Gazette (Rep.)

Mr. Watterson is not specially responsible for the Tariff plank in the Cincinnati platform. But he is ready, thankfully, cheerfully ready, to take upon himself all the responsibility which either friend or foe may be willing to put upon him.—[Louisville Courier-Journal (Dem.)

One of the loneliest men in the country after the Inaugural January next will be Governor George C. Ludlow, of New-Jersey. He will be the only Democratic Governor north of Mason and Dixon's line.—[Albany Evening Journal (Rep.)

SENATORIAL POSSIBILITIES IN TENNESSEE.

From The Memphis Avalanche (Ind. Dem.)

Mr. Maynard will be the Republican caucus nominee. He will not be without power in the Garfield administration and Republican partizanship would bestow a great deal in a small way, and promise a great deal more for a Tennessee Senator of Mr. Maynard's commanding abilities. Two or three Democratic votes can elect that distinguished gentleman. A still hand for them has already been organized. Will it succeed? If so, the Democrats will be responsible for results.

IMPUDENCE.

From The Rochester Democrat and Chronicle (Rep.)

It is sheer impudence in any man or set of men to claim that General Garfield derives the success of any person in Genesee before the Legislature or any State for any office whatever. And yet, in a number of States—notably in this State—the contrary assumption is made boldly and circulated industriously. It is said that the credit of this or that man will be agreeable to General Garfield, and upon this claim the contest is waged. The impression of General Garfield's desires is endeavored to be made, in order that certain results may be attained. It is a transparent device, and not an all novel, with which to frighten timid souls. It is without the slightest foundation in fact, and is easily exposed. It should be abandoned as being as profitless as it is false.

LET BROTHERLY LOVE CONTINUE.

From The Albany Express (Rep.)

The indispensable condition of Republican harmony, which was found in the late canvass, must be thoroughly applied all along the line hereafter. Those who were beaten at Chicago strove to surpass those who were successful in winning victory. Bivalry was recognized as among the high privileges of Republicans; and to serve where they could not lead was conceded to be the privilege as well as the duty of all. Next to talk, the tongue of the slanderer was silenced, and every man acted as though he knew every calumny was a wicked lie. This was due Garfield and Arthur. It is equally due every Republican. These things were and are due, because they were and are one the Republican party. Wipe the slate clean, then. Silence every word uttered against any Republican at any time. Throw open the honors of the party to generous rivalry, free from all detraction, and speak good words for all alike. It costs little to be kind. Let us all invest therein.

DANCING AND DRINKING TOO MUCH.

A ball was given at Pythagoras Hall in Canal-st., Tuesday night, by the James Milden Association. At this ball Mortimer P. Sullivan, a young married man living at No. 26 Beach-st., danced and drank until morning. Before leaving the ball he quarreled with a companion known as "Sass." The quarrel, however, did not prevent the two men from leaving the ball together. With others, they visited a number of bar-rooms, and drank heavily. Finally, in front of the liquor store of James Jones, at No. 33 Baxter-st., the quarrel resulted in a fight, when "Sass" shot Sullivan in the back and escaped. Sullivan was assisted to a drug store at Park and Mulberry-sts, whence the police carried him to the Chambers Street Hospital. It was several hours before Sullivan recovered from the effects of the liquor he had drunk, and even then he could not tell how or by whom or for what he had been shot. It was said at the hospital last evening that Sullivan was doing well, that there was no evidence that the bullet had struck any organ, and that he would doubtless soon recover.

STEALING FROM HIS EMPLOYER.

John Kierman, the financial news-agent at No. 21 Wall-st., recently discovered that some one was stealing money from his office. He was unable to tell who the thief was, but he suspected that the money was taken by some employe. Detective Golden, of Police Headquarters, began to watch the messengers employed by Mr. Kierman, and yesterday he arrested John McCormick, a young man who has been employed as a messenger in the office for several years. On being locked up at Police Headquarters and charged with the theft, McCormick confessed that he had been stealing from Mr. Kierman for seven months. In that time he had taken about $3,000, but he had lost all the money by speculating. His home is in Brooklyn.

BUSINESS INTERESTS.

THE BALTIMORE GRAIN CHARGES.

MERCHANTS COME TO AN AGREEMENT WITH THE BALTIMORE AND OHIO RAILROAD.

[BY TELEGRAPH TO THE TRIBUNE.]

BALTIMORE, Dec. 1.—At a general meeting of the Corn and Flour Exchange held to-day the Committee appointed to confer with the Baltimore and Ohio Railroad Company made a report which fully confirmed the prediction in to-day's TRIBUNE that the difficulty growing out of the railroad advancing elevator storage rates would be amicably adjusted. The Committee's report was as follows:

Your committee held another conference to-day with the Baltimore and Ohio Railroad officials. After full discussion of the subjects, an arrangement was suggested by the railroad company under which it is hoped an amicable adjustment will be reached. In reply to a question, it was stated by Robert Garrett last in case, by the action of the Corn and Flour Exchange or its members, the stock in the elevators was reduced to a working capacity of 1,300,000 bushels, the necessity for the existence of the order will be removed by such action and it will be withdrawn. The company expressed a willingness to facilitate the grain trade in every respect: to do the spouting and weighing and the putting the grain into barges, and to incur any cost for moving barges to any warehouse which might be selected. The company are also willing after the grain has been removed and put down in barges to tow it back to their elevators and put it through them without extra cost.

Charles D. Fisher, of the firm of Gill & Fisher, advised the members to take either concerted or individual action to remove the grain, and on the part of his firm pledged the transfer of 50,000 bushels from the elevators. Other pledges were made by prominent members, which will result in nearly 300,000 bushels being taken out of the elevators in the next two days.

The stock in the elevators is now 2,400,806 bushels of wheat and 403,790 bushels of corn, making a total of 2,804,596 bushels. As the railroad in effect demands its reduction to 1,300,000 bushels, it will be seen that there will only have to be taken out 1,504,596 bushels in order to secure the rescinding of the order for increased storage rates. Accordingly there is little doubt that the order will never go into effect, as the cause of the advance in rates will be undoubtedly removed before the 6th of December—the day appointed for its enforcement.

THE NEW THROUGH LINE.

Through trains from Baltimore and Washington to New-York were run yesterday for the first time by the Baltimore and Ohio Railroad Company. The train that left Washington at 9 a. m. arrived in this city 40 minutes late, but the delay was attributed by officers of the Central Railroad of New-Jersey to natural causes from the opening of a new route. The train that left this city at the same hour for Washington had not been heard from at the office of the Jersey Central Company yesterday afternoon, but it was supposed that it had arrived nearly on time.

The opening of this route has been a matter of litigation for several years. The Baltimore and Ohio Company has aspired to a New-York connection for a long time, but on account of the opposition of the Pennsylvania Railroad Company, which claimed to have built a part of the Connecting Railroad in Philadelphia, its purposes were defeated. A recent decision by the Pennsylvania courts gave to the railroads the right of connection, but over the line claimed in part by the Pennsylvania Company gave that company the privilege of furnishing locomotive power. It was anticipated by some persons that the Pennsylvania Railroad Company would throw such obstacles in the way of the practical operation of the line that the connection would be of little value. The running of the trains yesterday was not opposed by that company.

The line is over the Philadelphia, Wilmington and Baltimore Road to Philadelphia, the Philadelphia and Reading to Bound Brook, and the Central Railroad of New-Jersey from Bound Brook to New-York. Three trains a day each way will be dispatched from the foot of Liberty-st., at 9:30 a. m., 7 p. m., and 10:30 p. m. The 7 o'clock train will make faster time between this city and Chicago and St. Louis than has hitherto been accomplished. Although it leaves here an hour later than trains by the other lines, it will reach the great Western cities as soon as the others. By the time-table it arrives at Cincinnati at 8 o'clock on the following evening, Chicago at 7 o'clock the second morning, and St. Louis at 8 o'clock the second morning.

RAILWAY REPORTS.

ALBANY, Dec. 1.—The following reports have been received by the State Engineer and Surveyor:

Forty-second and Grand-sts. Ferry Railroad—Paid capital, $748,000. Funded and floating debt, $267,512 40. Receipts—From passengers, $309,763 35; from sale of horses, $2 132. Payments—For road expenses, $228,071 08; for interest, $16,520; for dividends, $97,240.

Southern Central Railroad—Capital stock, $3,000,000; subscribed, $2,948,200; paid in, $1,790,234 94; funded debt, $2,717,000; unfunded debt, $88,934 91; average rate of interest payable on funded debt, 7; number of miles of road, 350; number of locomotives, 60; number of cars, 2,600; total shares of stock or par value of $100 per share, 30,000; number of stockholders, 500. Earnings—From passengers, $78,887 07; from freight, $314,637 17; from mails, $9,096 87; from other sources, $52,945 37. Expenses—Passenger transportation, $77,947 75; freight transportation, $228,381 96; current, $133,954 58; surplus, $15,282 84; profit and loss, $226,526 31.

Syracuse and Chenango—Paid capital, $1,337,000; funded debt, $3,000. Receipts—From passengers, $13,413 28; from other sources, $690 56. Payments—For road expenses, $9,825 85; for interest, $194 26; for dividends, $4,200.

Pompey Center Branch Railroad—Paid capital, $76,908 94; funded debt, $16,000; floating debt, $72 77. Receipts—From passengers, $14,932 78; from freight, $286 70; from other sources, $1,229 95. Payments—For road expenses, $14,731 93; for interest, $1,080; for real estate, $479 15.

Jerome Park Railway—Capital subscribed, $50,000; paid, $4,000; funded debt, $100,000. Receipts from passengers, $1,751.

A NEW CONEY ISLAND PROJECT.

ALBANY, Dec. 1.—William A. Engeman and others are named as directors of the Sea Breeze Avenue Railroad, with a capital of $10,000. The line is to be only a mile in length, connecting the depots on Coney Island with the Coney Island and Brooklyn Railroads.

AN APPEAL FROM MR. GOWEN.

PHILADELPHIA, Dec. 1.—A circular to the stockholders of the Philadelphia and Reading Railroad Company was issued by Mr. Franklin B. Gowen to-day, in which he speaks of a hostile movement and urges vigilance at the next annual meeting in January.

CHICAGO ELEVATORS FULL OF GRAIN.

CHICAGO, Dec. 1.—The storage capacity of the Chicago elevators has been increased fully 2,500,000 bushels during the past year, and the prospect is that it will all be needed before the opening of navigation. The elevators now hold something over 19,000,000 bushels of grain. New elevators will probably be built for the accommodation of the Rock Island and Wabash lines during the coming year, which will increase the storage room in this city by at least two millions of bushels.

ALLEGED ILLEGAL ASSESSMENTS.

Suits were begun yesterday in the United States Circuit Court by the Union National Bank, the First National Bank and the Tradesman's National Bank against the Mayor, Aldermen and Commonalty and the Receiver of Taxes for illegal assessments on their capital stock. The suits have been begun under the decision of Judge Wallace on the constitutionality of the Act of April, 1866, in reference to the taxation of bank stock.

MINING EXCHANGE IN ST. LOUIS.

ST. LOUIS, Dec. 1.—The St. Louis Mining and Stock Exchange was opened to-day in the old Mechanics' Bank Building, No. 321 North Third-st. The attendance was good, and many transactions in mining and local stocks were made.

PROSPERITY OF THE WEST.

CHICAGO, Dec. 1.—The clearings at the Chicago Clearing House for November were $182,063,330—the largest on record for one month.

PROVIDENCE AND SPRINGFIELD RAILROAD.

PROVIDENCE, R. I., Dec. 1.—The Providence and Springfield Railroad Company held its annual meeting and re-elected the present directors to-day.

THE PORK TRADE OF CHICAGO.

CHICAGO, Dec. 1.—The receipts of hogs at Chicago during November were 1,110,000 head. This is said to be a larger number than were ever received in one month at any market.

THE MADISON AVENUE CHURCH FAIR.

OPENING SPEECHES BY CHAUNCEY M. DEPEW AND JUDGE BRADY—ATTRACTIONS OF THE VARIOUS BOOTHS AND TABLES.

The Fair of the Madison Avenue Congregational Church was begun last evening. The booths were attractive and there were many rich and elegant costumes worn by the ladies who sold the dainty and delicate wares. The auditorium of the church is floored over, and is well adapted to its present use. The object of the fair is the reduction of the church debt. Among those present were W. H. Vanderbilt, Judge John R. Brady, Chauncey M. Depew, the Rev. Dr. Burchard, Albert King, Dr. Finch, E. A. Marshal, and the Rev. W. R. Davis, pastor of the church.

Superintendent J. Trumbull Smith called the assembly to order at 8 o'clock, and introduced Chauncey M. Depew. Mr. Depew said in part:

LADIES AND GENTLEMEN: I feel that I am occupying very valuable time. I remember when the President of the United States came to this city to be present at a recent fair, he was introduced to a fashionable young man, who asked the President if he could recommend to him the best hotel in Washington. The President might have spoken upon other topics, but he refused to launch himself upon such a sea of troubles as that. I have noticed in your programme great skill and a vast knowledge of human nature. You have disturbed the harmony of the National Guard by the badges offered to the most popular officers. The fires of the election have burned out, but here they are relighted, in the contest for the award of the fruit-stand to Mrs. Grant, Mrs. Garfield, Mrs. Hancock or Mrs. Hayes. The purpose for which you are gathered here is one which must enlist the sympathy of the community. We have none too many churches in the country. And a church that is burdened with debt will have its spirituality repressed.

Judge Brady said that the reason why Mr. Depew made such a long speech was because he was practising for his debates in the Senate of the United States. "Woe betide us," said he, "if he is selected." [Laughter.]

Manager Smith then pronounced the fair open. Noteworthy among the striking features of the exhibition is a bronze baptismal font, the workmanship of Herman Herlt. The design is an immense water-lily, standing in rippled water. It is valued at $3,000, and is to be voted for among the churches of New-York. A $500 Masonic jewel will go to the most popular Mason. A $350 sound silver fruit-stand at the Sunny Side booth will be voted either to Mrs. Grant, Mrs. Hayes, Mrs. Garfield or Mrs. Hancock. In silverware there is a colossal acorn-shaped nut-holder, lined with gold, and an elegant card-receiver. The Japanese table and Turkish bazar make a fine display of Cloisonne plaques and Chinese vases.

THE TWENTY-SECOND JOINT RULE.

A CARD FROM THE JOURNAL CLERK OF THE HOUSE OF REPRESENTATIVES.

To the Editor of The Tribune.

SIR: In THE TRIBUNE of yesterday I find the following clipping from *The Rochester Democrat and Chronicle*:

The new manual of the House of Representatives is found to contain the famous twenty-second joint rule, although no such rule exists. It is believed that this rule has been put in by the Democratic clerk with a distinct object, and is not a mere blunder.

And in to-day's issue I find the following extract from *The Utica Herald*:

The Clerk of the House of Representatives has prepared and issued, by authority, a new edition of the rules of that body. There is much surprise at finding therein the famous twenty-second joint rule, and desire to know by what "authority" it is included. No such rule exists, its death having been affirmatively declared. Republicans suspect that its insertion in the manual is for no good purpose, and will in due time inquire into the matter.

I deem it proper to say that the Clerk of the House has nothing whatever to do with the "manual" referred to, the act of March 3, 1877, imposing the duty on the Journal Clerk of "preparing and publishing a Digest of the rules and practice of the House of Representatives," under which law I have published four editions of the Digest. In each edition the "joint rules and orders of the two houses as they existed at the close of the XLIIId Congress" are published for information, precisely as they are published in the Senate manual, in addition to which I have added a statement, quoting in full the Senate resolutions of August 14, 1876, concluding with the words "there are no joint rules in force."

I am at a loss to understand why such intelligent gentlemen as the editors of the papers named should discover a "mare's nest" in so trifling a matter, but presume their publications were made without full knowledge of these facts. Very respectfully,

HENRY H. SMITH,
Journal Clerk House of Representatives.

Washington, D. C., Nov. 30, 1880.

MIDNIGHT WEATHER REPORT.

GOVERNMENT INDICATIONS.

Signals for Dec. 2 at 24 hours.

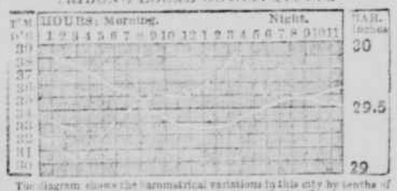
WASHINGTON, Dec. 2, 1 a. m.—The barometer has risen during the last eight hours in all districts east of the Mississippi River, and is lowest in Nova Scotia. The temperature has fallen during the last twenty-four hours in New-England; elsewhere it has risen. Westerly winds continue in the Lake region, the Middle and South Atlantic States, except on the North Carolina coast, where they are Northeasterly. Rain or snow has fallen since last report in the Lake region, New-England, the South Atlantic and East Gulf States.

Indications.

For New-England, stationary or rising barometer and temperature, north to west winds, partly cloudy or cloudy weather, with snow.

For the Middle Atlantic States, higher barometer, stationary or lower temperature, westerly winds, partly cloudy weather.

TRIBUNE LOCAL OBSERVATIONS.



The diagram shows the barometrical variations in this city by tenths of inches. The perpendicular lines give divisions of time for the 24 hours preceding midnight. The irregular white line represents the oscillations by the mercury during those hours. The broken or staff line represents the variations in temperature, as indicated by the thermometer at Hallinan's Pharmacy, 218 Broadway.

TRIBUNE OFFICE, Dec. 2, 1 a. m.—The barometer fell rapidly yesterday morning, but during the last half of the day the movement was steadily upward. Cloudy weather prevailed, with snow and rain during the first half of the day. The temperature ranged between 30° and 38°, the average (34⅜°) being ⅞° higher than on the corresponding day last year, and 2⅞° higher than on Tuesday.

Cooler and clearing weather, followed by partly cloudy or clear and warmer weather, may be expected in this city and vicinity to-day.

TRYING TO END THEIR LIVES.

James Brook, age fifty-five, of No. 16 Hope-st., while in a state of intoxication, tried to cut his throat with a razor yesterday afternoon. He succeeded in inflicting a slight wound and was taken to the Eastern District Hospital.

Ann Sutton, age thirty-four, a lodger at No. 327 Greenwich-st., attempted to commit suicide yesterday by taking a dose of laudanum. She was taken to St. Vincent's Hospital.

Verdicts of suicide were found yesterday by Coroners' juries in the case of Charles Rasch, the Norwegian law student, who shot himself in French's Hotel, and Christian Seeba, who stopped up the crevices in the doors and windows of his room at the Summit House, in the Bowery, went to bed, and turned on the gas.

CALIFORNIA MINING STOCKS.

SAN FRANCISCO, Dec. 1.—The following are the closing official prices of mining stocks to-day:

	Yesterday.	To-day.		Yesterday.	To-day.
Alpha	3⅛	..	Hale and Norcross	⅝	4⅝
Alta	7½	9¼	Mammoth	1/16	1/16
Bechtel	9 9/16	15/16	Manhattan	..	..
Belcher	15/16	11/16	Mariposa	6⅞	6½
Bellville	1⅜	1 5/16	Mono	..	1
Best and Belcher	8⅝	8¼	Noonday	..	1
Bodie	4½	4¾	Northern Belle	..	8¼
Buckeye	1½	1⅝	Ophir	5⅝	5⅝
Bulwer	1⅝	..	Oro	15/16	⅝
California	1⅞	1⅞	Overman	¾	11/16
Chollar	1⅞	1⅞	Potosi	2	1⅞
Columbus	2½	2½	Savage	2⅝	2¾
Cons. Virginia	2⅜	2	Sierra Nevada	7½	7⅝
Crown Point	1⅜	1	Silver King	12	11¾
Eureka Con.	..	18½	South Bulwer	1/16	..
Exchequer	1/16	1/16	Tip-Top	3	..
Gould and Curry	3⅞	3¾	Union Consolidated	11⅝	11
Goodshaw	1 3/16	2 3/16	Wales	¾	1
Grand Prize	1½	..	Yellow Jacket	3¾	3⅛

LATEST SHIPPING NEWS.

PORT OF NEW-YORK.....DEC. 1, 1880.

ARRIVED.

Str Chalmette, Reed, New-Orleans 5 days, with mdse and passengers to Bogert & Morgan.

Ship Palmyra (of Bath), Minott, Manila 136 days, with sugar and hemp to order; vessel to James W Elwell & Co.

Ship Wm B Marcy (of Boston), Marcy, Hong Kong, 132 days, with mdse to A A Low & Bro; vessel to Salter & Livermore.

Bark Kennard, Downing, Marseilles 56 days, with wool, &c to Brown Bros & Co; vessel to P Talbot & Co.

Bark Cardenas, Yates, Gabeon River 60 days, with oil, dyewood, &c, to Yates & Porterfield.

Bark Constance (of Glasgow), Higgs, Pernambuco 26 days, with sugar to order; vessel to master.

Bark Saga (Nor), Olsen, Aberdeen 54 days, in ballast to C Tobias & Co.

Bark Argo (Nor), Kuhle, Southampton 32 days, in ballast to master.

Bark Clandeboye (of Chatham, NB), Forbes, Antwerp Oct 22 in ballast to scammell Bros; anchored in Gravesend Bay for orders.

Bark Henry Douglass (of Yarmouth, NS), Landry, Waterford Oct 31 in ballast to James W Elwell & Co; anchored in Gravesend Bay for orders.

NAVAL INTELLIGENCE.

The United States steamer Tallapoosa, Capt McRitchie, has arrived at this port from Washington.

MOVEMENTS OF STEAMERS.

FOREIGN PORTS.

LIVERPOOL, Dec 1—Arrived, strs Cuban (Br), King, from Aspinwall; Memling (Br), Graham, from New-Orleans; Rednwater (Br), McKenzie, from Galveston; Carolina (span), Hoatrs, from Baltimore.

Sailed, str Brazilian (Br), Worthington, for Boston.

LONDON, Dec 1—Arrived, str Bothal (Br), Brocherton, from Montreal via North Sydney, CB.

HAVRE, Dec 1—Arrived, str Dalhestie (Br), French, from Galveston via Halifax.

HAMBURG, Dec 1—Arrived, str Excelsior, (Br), Clayton, from New-York.

BREMEN, Dec 1—Arrived, str Saxon Monarch (Br), Cobbett, from New-Orleans.

STORMS ON LAND AND SEA.

A DISAGREEABLE DAY IN THE CITY.

SNOW AND RAIN REPORTED—THE STORM TUESDAY NIGHT—THE TEMPERATURE RISING—SNOW STORMS IN VARIOUS PARTS OF THE COUNTRY.

Sudden changes in the weather were the rule yesterday. The day was characterized by a chilly, damp atmosphere and occasional flurries of snow and rain, through which the sun peeped out at intervals. The weather indications of increased cloudiness and rain or snow proved well founded. Shortly after midnight yesterday morning the mercury fell below the freezing point, and the moisture in the air congealed in the form of snow. At 2 and 3 a. m. the snow was falling heavily, and when daylight broke a fall of about three inches had clothed the city in white. Along the Hudson River and in New-England the snow-fall was still greater. In consequence the incoming mail trains were much delayed. At the Grand Central Depot yesterday morning the trains were from thirty minutes to two hours late. The trains on the Pennsylvania Road from the West and South and the Boston mail trains suffered even a greater delay.

Shortly after sunrise the mercury had risen to the melting point, and the wet, heavy snow began to assume the consistency of semi-liquid slush. Pedestrians were compelled to wade through this, and horses slipped and fell and splashed travellers with mud. The slush piled along the sides of the streets began to melt, and streams of water trickled out upon the crossings. The sky was heavily overcast, and about noon a cold shower added to the general discomfort. Later the clouds cleared away a little, and the sun occasionally showed itself between the drops of rain. At 3 o'clock the mercury had risen to 38°, the highest point reached during the day. The slight northerly wind blowing in the morning had changed to the Northwest. Throughout the afternoon a little rain fell occasionally, and the uncertain character of the weather seemed to belong to April rather than December. The total rainfall from the beginning of the storm early yesterday morning to its close was 53/100 of an inch. The morning observations, taken at 7 a. m., at the United States Signal Station, on the Equitable Building, showed the mercury to be at 34°, wind north, sky cloudy, with light rain, and the rainfall of the preceding eight hours 27/100 of an inch. At other points the observations were as follows—Albany, 30°, with heavy snow; Baltimore, 35°, with light rain; Boston, 27°, snowing slightly; Eastport, Maine, 16°; Louisville, Kentucky, 41°; New-Orleans, 68°; Omaha, 20°; San Francisco, 48°; St. Louis, 36°, and Washington, 36°. Throughout the day a rise in temperature occurred at nearly every station, which was strongly marked when the afternoon reports arrived at 3:15 p. m. The wind in most cases continued ranging between north and southwest. The mercury in New-York at 3:15 p. m. marked 38°, a gain of four degrees, and the barometer indicated 29.64. The wind was blowing from the northwest at the rate of five miles an hour, and the rainfall for the preceding eight hours was 26/100 of an inch. The mercury at Albany at this time marked 31°, and a light snow was falling; Baltimore, 47°; Boston, 31°, with a heavy snow; Chicago, 36°; Eastport, Me., 19°; Leavenworth, Kan., 48°; Louisville, Ky., 42°; New-Orleans, 75°; Omaha, Neb., 43°; St. Louis, Mo., 46°; and Vicksburg, Miss., 62°.

The rise in the temperature throughout the country together with the fact that no sums of greater cold were detected at Cheyenne or Omaha, led to the inference that the polar wave had passed, and a season of comparatively warm and clear weather would prevail. As no evening reports were received yesterday at the signal stations from coast stations it was concluded that a storm was coming along the coast which had interfered with the wires. The following table obtained at Hallinan's Pharmacy gives a comparison of yesterday's temperatures with the temperature on the corresponding day in two preceding years:

	3 A. M.	3:30 P. M.	9 P. M.
December 1, 1878	38°	41°	42°
December 1, 1879	35°	44°	38°
December 1, 1880	30°	38°	35°

THE HORRORS OF BROADWAY.

Broadway from one end to the other yesterday was a reeking bed of slime, mud, slush and filth. The despairing wails of pedestrians were varied by curses, loud and deep from the profane. Cleanliness seemed a faded dream, dry feet a fable and the Street Cleaning Bureau a hollow mockery. Doctors and tailors alone rejoiced. The prophetic eye of the physician beheld an abundant outcome of colds, bronchial troubles and neuralgias. Tailors foresaw a steady stream of moist and muddy men bringing clothing to be pressed and cleaned.

But Broadway presented gradations of filthiness, which from an upper window it was interesting to contemplate. From the sidewalks to the middle of the street there was a shading off from solid to liquid forms of blackness. Here and there along the curbstones were piled dark, repulsive heaps of what had once been snow. On the sides of the street stretched beds of pasty, semi-fluid "slush." The paving-stones in the centre of the street, plastered with tenacious mud, held frequent pools of fetid water, which proved a snare to the unwary traveller. In places the depth of the slime was rendered still more noticeable by feeble attempts to clear a crossing which resembled the scratching of a well-regulated and industrious hen. The only place where Broadway could be crossed comparatively dry-shod was at Fourteenth-st. Elsewhere it was Gehenna—a place accursed. Inky rivulets, looking like the contents of a sewer, poured down the gutters and made broad pools on the worn flagging of side-street crossings. Two richly-dressed women paused hesitating on the verge of one of these pools. A near-sighted young man came up on the opposite side. He brought his glasses to bear upon the flood, and resolved to put feminine timidity to the blush. He braced himself and leaped. But his weak vision had miscalculated the distance. There was an awful splash, as he alighted exactly in the middle of the pool. The muddy water flew in every direction. The women shrieked, looked at their bespattered dresses and turned a stony glare upon that adventurous young man, which reduced him to abject misery, and he hastily vanished, a moist, unpleasant body.

But women were rarely seen upon Broadway yesterday, and the few visible wore a look of suffering and desperation. Men with their trousers rolled up and equipped with heavy rubber overshoes, and even with rubber trousers, waded recklessly through the ooze of the street, tracking the mud up on the sidewalks until they rivalled the streets in nastiness, and making havoc with the floors of offices and stores. The stages were crowded with people who looked with an air of proud superiority on their dirty fellow-mortals outside, and were instantly filled with a deadly hatred of every newcomer who brought in a fresh instalment of street mud. People who alighted from stages did so reluctantly, picking their way among puddles and seldom reaching the sidewalk without a liberal baptism of mud from passing wheels. Wherever was the greatest travel, there filth unutterable abounded in most nauseating profusion. The slush and mud were churned and scattered by wheels, and clung persistently to shoes and clothing. The very horses looked ashamed of their muddy condition. Broadway seemed covered with a pall of inky blackness. The dreary expanse of slush and misery was without any mitigation. It was a Slough of Despond through which men who had begun the day clean and happy ploughed their way in sullen silence, dirty and much ashamed. The side streets presented realms of unknown horrors too awful for explorations.

TEMPESTUOUS VOYAGES AT AN END.

A RIVAL OF FIVE OF THE OVERDUE STEAMSHIPS YESTERDAY.

Five of the overdue European steamships arrived at their piers yesterday—the City of Berlin, from Liverpool (which reached Quarantine Tuesday night); the Oder, from Bremen; the Devon, from Bristol; the Cimbria, from Hamburg; and the Bolivia, from Glasgow. The daily record of these vessels at sea shows that their voyages were very boisterous. After the City of Berlin reached Quarantine Tuesday night, the passengers held a jubilee meeting, and the cabin passengers presented testimonials to Captain Kennedy and Purser Bridge, and gave to Captain Kennedy a silver tea service. The City of Berlin had one of the most tempestuous voyages within the experience of many of those on board. She sailed from Queenstown November 19, and two days later a strong gale sprang up from the northwest, accompanied with a high sea, and for the six days there was a succession of gales. The most severe was last Wednesday and Thursday, when it increased to a hurricane, and at times it was necessary to reduce the speed of the vessel from sixteen to two knots an hour. Captain Kennedy remained on the bridge almost incessantly for six days and nights. The vessel plunged along day after day, rolling and pitching heavily. During the bad weather the sky remained overcast with heavy clouds hanging low on the horizon, and sweeping along rapidly. Frequently the wind would come in hard squalls, whistling through the rigging, and causing the seas to run higher. There was no very great amount of water shipped, but occasionally a huge sea would rise up over the starboard bow and break over the ship in one solid volume, and for a moment the vessel would be submerged. The seaworthiness of the vessel was fully tested, and she proved her strength and superiority, as she has done in previous voyages, arriving without the slightest damage and could go to sea again late in the morning if it was necessary.

The steamship Oder reached her pier at 2 p. m. She sailed from Bremen November 14, and was due here last Friday. The captain said that in his long experience at sea he had never made a more tempestuous voyage. The vessel had met successfully storms of great severity, and had not sustained the least injury. For two or three days she did not make above forty miles in twenty-four hours.

The Bolivia, from Glasgow, arrived at her dock about 6 o'clock, ending a tempestuous voyage of thirteen days. With the exception of the large accumulation of saline deposit on the smoke pipe and on the sides of the vessel she shows very few signs of the severe voyage. Last Wednesday, at the height of the storm, a huge sea boarded the starboard side, demolished one of the life-boats, and swept away one of the ventilators, allowing a large quantity of water to pour into the cabin.

The Devon and Cimbria did not come above Quarantine last night. Both were four days overdue. The following vessels are expected to arrive at any hour: Ville de Marseilles, from Havre (which sailed three hours ahead of the Silesia, which arrived here last Monday), and the Jan Breidel, from Antwerp, due last Wednesday; the Holland, from London, and the Volmer, from Antwerp, due last Thursday; the Victoria, from London, Standard, from West Hartlepool, and Rhoda, from Cardiff due Friday; Bath City, from Bristol, P. Caland, from Rotterdam, due Saturday; Faraday, from London, Rialto, from Hull, Freja, from Hamburg, due Sunday; Erin, from Liverpool, due Monday; Spain, Abyssinia, and Scythia, from Liverpool, Herder, from Hamburg, due Tuesday; State of Florida, from Glasgow, and St. Laurent, from Havre, due yesterday.

THE SNOW STORM.

CONCORD, N. H., Dec. 1.—A heavy snow storm is prevailing, six inches having already fallen. It is drifting badly in the country, and the trains are delayed.

NEW-ORLEANS, Dec. 1.—The weather is partly cloudy and sultry, the thermometer being 76° at noon, making it unfavorable for the cane crop.

ALBANY, Dec. 1.—A heavy snow-storm has prevailed here since early this morning, and there are six inches of snow on the ground.

TROY, Dec. 1.—The fall of snow on the upper Hudson to-day was very heavy. Trains have been somewhat delayed, but no serious interruption of travel has occurred. Over an foot of snow fell.

BOSTON, Dec. 1.—Snow fell here to-day from early morning until dark. The weather is still cloudy and growing colder. Dispatches from various parts of this State, New-Hampshire and Vermont report a heavy fall of snow and travel is much impeded.

POUGHKEEPSIE, N. Y., Dec. 1.—Five or six inches of snow fell here to-day, and there is good sleighing in every direction.

SEVERAL VESSELS ICEBOUND.

AMHERSTBURG, Ont., Dec. 1.—There are fifteen boats, propellers and steamers still fast in the ice between Bar Point and Point Pelee, on the way down. They are being supplied with coal by tugs from Detroit.

"His First Love," by Lucy Randall Comfort, in this week's *Fireside Companion*.

"In the Holidays." A holiday story, by Mary Cecil Hay, in January number of *The New-York Monthly Fashion Bazar*.

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