PARIS.

Failure of the Armistice Negotiations.

Bismarck's Conditions Rejected by the French.

Bismarck Denies That Prussia Sympathizes With the Bonapartes.

Movements of Diplomats Pending Consideration of the Armistice.

Doubt That the Parisians Will Agree to Any Terms.

RESULT OF THE RECENT ELECTION IN PARIS

Contradictory Reports Regarding the Vote.

Resignation and Disappearance of Rochefort.

Reported Capture of Garibaldi by the Germans.

He Complains of a Lack of Enthusiasm in France.

French Report of a Serious Engagement Near Dijon.

NO ARMISTICE.

TELEGRAMS TO THE NEW YORK HERALD.

M. Thiers Ordered to Break Off Negotiations and Leave Versailles.

VERSAILLES, Nov. 6—4 P. M.
Via LONDON, Nov. 6—Evening.

M. Thiers has received orders from Paris to break off negotiations for an armistice and leave the royal headquarters.

Confirmation of the Action of the French Authorities—Rejection of the Conditions of Bismarck—Cause of the Rupture—The War to Go On.

VERSAILLES, Nov. 6, 1870.
Via LONDON, Nov. 6—Evening.

The provisional government has finally rejected the protocol agreed upon by Thiers and Bismarck, although previously they signified their approval.

Thiers has received advices from Paris to notify Bismarck that his conditions could not be accepted, and to return to the capital immediately. The cause of the rupture is believed to be the persistence of Bismarck in insisting on guarantees for the cession of territory. The war goes on. The Prussian Ambassador at London says the struggle will continue all winter.

Further Confirmatory News from Berlin.

LONDON, Nov. 6—Evening.

A despatch from a correspondent at Berlin to-day says that negotiations for an armistice have been broken off by Thiers, under instructions from Paris. The reason has not yet been made public. Thiers is to leave the headquarters.

PENDING THE NEGOTIATIONS.

TELEGRAM TO THE NEW YORK HERALD.

King William Expected in Berlin—M. Thiers With Favre and Trochu—Armistice Negotiations Progressing—An Unsettled Point—Acceptance of the Armistice by the Prussians—Deceiving the People.

LONDON, Nov. 6, 1870.

A despatch from Berlin (November 5) says that the conclusion of an armistice is regarded as certain. The King is expected to return to Berlin on the 11th instant, and great preparations are being made to welcome him Emperor of Germany.

M. THIERS WITH FAVRE AND TROCHU.

A special correspondent at Versailles telegraphs:—"M. Thiers on Saturday had an interview with Favre and Trochu at Billancourt. Thiers reported the agreement concluded with Bismarck, which was approved by Favre and Trochu, who expressed the belief of their ability to obtain the support of the population of Paris in carrying out the agreement."

DELAYS IN SIGNING THE ARMISTICE.

The repeated delays in the signing of an armistice, of which no satisfactory explanation has been given by either public or private despatches, creates the belief that fresh difficulties have arisen and that a failure is probable.

CAUSE OF THE HITCH IN THE NEGOTIATIONS.

Burnside, now in London, said yesterday that if his negotiations had succeeded the French could have got much better terms than through Thiers. He was sure Bismarck would now refuse to allow the revictualling of Paris. Gladstone was present at the consultation, and seems greatly surprised and disappointed. He had been told by the French Embassy that the Paris government had asked permission to bring food and fuel into Paris and victual other besieged towns. Bismarck refused to allow the revictualling of other towns or to allow fuel into Paris. Nor did he agree to nor was he disposed to agree to the revictualling of Paris. It is possible that the negotiations are valid up to this point. Granville now intimates that the English proposal was for an armistice, but suggested no conditions.

THE COMMITTEE OF NATIONAL DEFENCE NOT SURE OF PARIS.

The disordered condition of Paris is the great obstacle to peace. Favre, Theirs and Trochu had an interview at a French outpost, in which this subject was discussed in all its bearings. It was stated that the Committee of National Defence was in favor of an armistice, but was not sure of its ability to realize its wishes.

The *Journal Officiel* of Paris says, on this point such an armistice as is proposed by the Powers cannot prejudice France until it is definitely ratified at Paris.

After the interview referred to in the foregoing M. Thiers returned to Versailles, where he was immediately received by the King and Bismarck.

NOTHING KNOWN IN TOURS OF THE RESULT OF THE NEGOTIATIONS.

A telegram from Tours dated this (Sunday) evening states that the government there has as yet given the public no information as to the result of the negotiations for the armistice. The general impression is that the Ministers are not anxious for an armistice. A great number of addresses against it have been received from all parts of France.

ARMISTICE NEGOTIATIONS PROGRESSING FAVORABLY

A special correspondent at Berlin telegraphs, on the 5th, that the Foreign Office has despatches which say that the armistice negotiations are progressing favorably. M. Thiers himself requested a postponement to obtain further concessions from the Paris government. At headquarters an armistice is considered equivalent to peace.

M. THIERS' GRIEF ON THE SITUATION OF PARIS—UNSETTLED POINT IN THE NEGOTIATIONS.

M. Thiers, after his interview with Bismarck, returned to the Hotel de Reservoir, where he met the Duke of Saxe-Coburg, who greeted Thiers cordially. "Do you not recognize me?" said the Duke.

"Oh, yes. Under what terrible circumstances I see your Highness again!" Upon taking leave of the Prussian officers at the outposts, on his return to Paris, Thiers pointed to the public buildings of the capital, and, with a voice broken by sobs, exclaimed:—"Never before have I felt how much I love that unfortunate city. What desolation to me to see it thus!" The only point now remaining unsettled concerning the armistice is the French demand for ammunition to be allowed to enter the city, which is refused by Bismarck.

ACCEPTANCE OF THE ARMISTICE BY PARIS.

Paris has voted on the armistice question and 442,000 votes were in favor and 49,000 against it. So says Laurier. The vote secures the armistice. The revictualling question is settled. Paris will have daily supplies of food. Trochu demands also the entrance of material for munitions into the city, which the Prussians, of course, refuse. The Tours government says there is no other cause for delay in signing the armistice.

DECEIVING THE PARISIANS.

On Friday the provisional government published an address to the people of Paris, repeating the resolution of the government to consent to no armistice prejudicing France and not embracing these provisions:—Free entrance to and departure from Paris and other besieged cities, revictualling the capital, and guaranteeing the election of an Assembly for the whole of France, including Alsace and Lorraine.

It is believed at Versailles that this disingenuous address is designed to prevent disturbances at Paris until the Assembly meets.

NO SYMPATHY WITH THE BONAPARTES.

A correspondent telegraphs from Tours that M. Thiers reports that Bismarck denies that Prussian sympathy is with the Bonaparte dynasty, and declares that Prussia is perfectly ready to treat with any government capable of binding France.

AFFAIRS IN PARIS.

TELEGRAMS TO THE NEW YORK HERALD.

Later from Paris—Manufacture of Arms—Result of the Recent Election—Weakness of the Provisional Government Denounced—Anxiety About the Reds—Amusements for the People—Provision Supply—General Items.

LONDON, Nov. 6, 1870.

Paris journals of the 4th inst. have been received at Versailles.

MANUFACTURE OF ARMS.

They state that the manufacture of Chassepots and field artillery is proceeding rapidly. The firm of Cail et Cie have delivered 200 breech-loading cannon to the government, and the Berthier factory have delivered 50,000 Chassepots.

RESULT OF THE RECENT ELECTION.

The Soldatenfreund of La Fleche telegraphs that a copy of the *Journal Officiel* of November 4, dropped from a baloon, has been received. The paper contains the result of the Paris election held on the 3d inst. The number voting "Yes" was 275,274 and "No" 193,083. The government had issued a proclamation, and speeches had been made by Trochu and Favre, which had been enthusiastically received by an immense crowd of people.

ANOTHER EXHIBIT OF THE VOTE.

The vote in Paris on the government, as far as ascertained at Tours to-day, stood 301,374 yeas to 53,585 nays. The returns were incomplete. No later advices than those of the 4th having been received from Paris, at which time the count could not have been concluded.

WEAKNESS OF THE PROVISIONAL GOVERNMENT DENOUNCED.

The *Journal des Débats* denounces the weakness of the government in the presence of disorder. It says that on the night of the 31st ultimo Gustave Flourens led the mob into the Council Chamber where the government was sitting, mounted a table and proposed a government of his own, including as members Flourens, Pyat, Laurier, Blanqui, Dorian, Delescluse, Louis Blanc, Milliere, Victor Hugo and Rochefort. The name of Rochefort was hooted, and Dorian declined to allow the use of his. M. Picard saved the government by his energetic action. Escaping from the mob, he summoned the National Guard to the rescue, and order was restored.

ANXIETY ABOUT THE REDS.

The late attempt of the "reds" to overturn the government has increased the anxiety of the majority of the inhabitants to uphold the administration.

AMUSEMENTS FOR THE PEOPLE.

The clergy have recommended a revival of healthful amusements for the people, and the theatres have accordingly been reopened for concerts.

THE PROVISION SUPPLY.

There is plenty of bread and wine, enough to last until March. The stock of salted meats is immense. Preserved vegetables and poultry are still plenty in the markets.

GENERAL ITEMS.

The whole loss of the French in the engagement of the 21st ult. is officially stated to be 443 killed, wounded and prisoners.

There are still many cases of smallpox.

The rate for a passage in a Nadir balloon is $400.

M. Adam, Prefect of Police, has resigned, and M. Bresson has been appointed his successor.

The next balloon departure was fixed for the 6th instant.

Rochefort Resigns and Disappears—Change of Quarters—Revolutionists Arrested—New Commander—Supporting the Government—Remes Looking Up.

TOURS, Nov. 6, 1870.

Advices from Paris to the 3d instant have been received, but give no additional information in regard to the armistice.

ROCHEFORT RESIGNS AND DISAPPEARS.

Henri Rochefort has resigned his position on the Committee of Defence in consequence of a misunderstanding with the government on the question of the communal elections. Since his resignation M. Rochefort has not been seen.

A CHANGE OF QUARTERS.

The government no longer meets at the Hotel de Ville. Councils are held at the private residence of one of the Ministers.

REVOLUTIONISTS ARRESTED.

Jules Valles, who installed himself as Mayor of Belleville, has been placed under arrest. Joly, Pyat and other chiefs of the National Guard have also been arrested, and a number of commanders of battalions have been dismissed for participation in the late disorders.

NEW COMMANDER OF THE NATIONAL GUARD.

The appointment of General Clement Thomas as Commander-in-Chief of the National Guard has been confirmed.

WITHHOLDING INFORMATION FROM THE ENEMY.

All is quiet within the walls. General Trochu had issued an order that the officers of election, in their returns of the voting, be careful to give no indication of the number of troops.

SUPPORTING THE GOVERNMENT.

The *Patrie* says 80,000 Mobile Guards from the provinces have sworn to support the government.

RENTES LOOKING UP.

The Bourse was growing confident over the rumors of an armistice, and the quotations of rentes had gone up to 54f. 70c.

ANOTHER BALLOON.

A balloon left Paris on the evening of the 4th, but descended near Chartres, so near the Prussian lines that the aeronauts could save only one sack of correspondence. These letters will reach Tours to-morrow.

MILITARY AND OTHER REPORTS.

TELEGRAM TO THE NEW YORK HERALD.

Cash for France—Garibaldi Taken Prisoner—His Position Rendered Untenable by French Officers—His Opinion of French Feeling—Keratry Intrenched—A Balloon Captured—Several War Notes.

LONDON, Nov. 6, 1870.

M. Laurier returned to Tours this evening with the first cash instalment of the new French loan, which has been taken in England.

GARIBALDI TAKEN PRISONER.

A despatch from Dole the 4th inst. says Garibaldi has been taken prisoner, with thirty Italian officers.

HIS POSITION RENDERED UNTENABLE BY FRENCH OFFICERS.

A special correspondent with Garibaldi at Dole writes on the 1st:—Our position becomes daily less tenable. Garibaldi's forces increase but slowly, and a whole battalion is still without arms, owing to the inaction, indifference or open opposition among the French authorities, both civil and military. The general commanding at Besançon affects to ignore Garibaldi's existence.

An engineer arrived here this morning from Besançon, with orders to blow up all the bridges across the Daubs between Besançon and Dole, thus cutting off Garibaldi's retreat if he should be beaten. An expedition was sent to examine the bridges and found them all mined, the officers in charge intending to destroy them that same night. Garibaldi thrice offered his resignation, but it was refused.

GARIBALDI ON THE FEELING IN FRANCE.

A special correspondent with Garibaldi writes on the 1st:—It is impossible to discover any enthusiasm among the people; they do not believe in victory. They fear Prussian vengeance and secrete all property. Garibaldi allows nothing to be taken without a requisition. There is no disorder. Everybody is compelled to pay. The French destroy the railways and telegraphs.

AN ENVOY FROM THE CZAR TO KING WILLIAM.

A despatch from St. Petersburg, October 31, says that the capitulation of Metz excites the astonishment of the best friends of France, but it is believed to be the price of an armistice. An officer of the Emperor's suite has left for Versailles with special despatches.

A SORTIE FROM NEUF BREISACH.

A telegram from Alt Breisach, dated yesterday, via Berlin to-day, states that the bombardment of Neuf Breisach and Fort Mortier continues. A sortie of the garrison has been repulsed.

CITIZEN KERATRY INTRENCHED.

Kératry has intrenched the troops under his command in a strong position, defended by heavy naval guns. He is well supplied with field artillery. Volunteers are thronging to his camp.

A FRENCH GENERAL ON THE SURRENDER OF METZ.

General Bisson, who was in Metz with his command until the capitulation, writes a letter in which he states that generals of divisions were never consulted in regard to the surrender, the responsibility for which rests on Bazaine, Canrobert, Leboeuf, Ladmirault, Frossard and Desvaux. He says that on October 28 the division generals were required to deliver up their eagles to be burned.

MOVEMENTS OF THE FRENCH FINANCIAL AGENT.

A despatch received this evening instructs Laurier to leave everything in London as it now stands, and start immediately for Calais, where further instructions await him. He expects to be ordered to proceed thence to headquarters. He starts to-night.

A BALLOON CAPTURED.

Two balloons from Paris, with five passengers, were captured on Saturday by the Prussians. The prisoners were taken to Versailles. All is quiet around Paris.

SEVERAL WAR NOTES.

Mr. F. V. Corbyn and his son have arrived in London from Paris.

The Prussians have occupied Severins and Moval. They are also at Harmoncourt.

Brittany has subscribed heavily for the national loan.

Fifty French army eagles, taken at Metz, have been sent to Berlin. General Wrangel headed the soldiers bearing them.

A correspondent at Tours telegraphs on the 3d that Gambetta is wholly unable to enforce authority at Lyons and Marseilles.

Perfect tranquillity prevails now at Marseilles.

Skirmishes on the Rhine—Serious Engagement Near Dijon—Newspapers Threatened with Suppression—Military Decrees.

TOURS, Nov. 6, 1870.

Skirmishes between the advanced posts of the Army of the Loire and the enemy are of daily occurrence.

SERIOUS ENGAGEMENT NEAR DIJON.

A telegram from Dole, dated midnight yesterday (Saturday), says:—A serious engagement was fought to-day on the road from Dijon to St. Jean de Losne. The Prussians, though using artillery and mitrailleuses, had, at seven P. M., gained no ground. The enemy were foiled by the Francs-tireurs in an attempt to cross the Saone. Nuits is occupied by the Germans with artillery.

NEWSPAPERS THREATENED WITH SUPPRESSION.

The *Moniteur* gives official warning that the government is determined to suppress journals which continue to publish information of the movements of the troops. Such journals will not be proceeded against in the courts, but their offices will be seized and their publication summarily suspended.

MILITARY DECREES.

The *Moniteur* also publishes a number of decrees relative to the military service, accompanied by a formal notice that the government requires of all officials the strict enforcement of these decrees and orders, and is resolved to visit with severe measures any neglect or disobedience.

NEVADA.

Another Railroad Train Robbery—Four Highwaymen Sack the Train Near Toano, which was Gutted the Day Before Near Reno.

SAN FRANCISCO, Nov. 6, 1870.

A despatch from Toano, Nev., to-day, says that the last passenger train arrived there yesterday, three hours behind, having been boarded at Independence, twenty-two miles west of Toano, by four highwaymen, while taking water. The robbers uncoupled the train behind the express car, and ordered the engine to proceed with the front part of the train, leaving the other part behind, which they sacked, taking several thousand dollars. On hearing of the robbery the Deputy Sheriff of Toano, with a posse of policemen armed with Henry rifles, immediately started in pursuit of the robbers. This is the same train that was stopped between Reno and Verdi the day before and robbed.

Further Particulars of the Robbery—The Plunder Probably $250,000.

SAN FRANCISCO, Nov. 6, 1870.

Additional particulars of the robbery of the overland train near Loano state that the mail car was also plundered of a large amount of bonds and greenbacks, estimated as high as a quarter of a million dollars. Wells, Fargo & Co. offer $15,000 for the apprehension of the robbers. A well organized pursuit has been instituted.

THE WEST INDIA CABLE.

KINGSTON, JA., Nov. 4, 1870.
Via HAVANA.

The British man-of-war Vestal reports that the cable laying between Jamaica and Aspinwall broke loose and was lost, but was recovered three days afterward and secured.

AFRICA.

News from the West Coast—The Diamond Fields—German Interests—Trade.

PLYMOUTH, Oct. 21, 1870.

The mail steamer Roman, with thirty-six passengers, seventeen sacks of mails and diamonds to the value of £17,000, arrived at Plymouth, England, October 21.

Among her passengers were the Rev. Canon Lightfoot and Mr. Wallaston, M. S. A., and manager of the Cape Telegraph Company, and the Rev. Mr. Joy, the Church Mission Society's Missionary at Madagascar, from St. Helena.

The Hecuba, iron ship, from Calcutta to New York, with a general cargo, value £80,000, struck on a sunken rock in Struy's Bay and foundered on September 13, and the ship Carivalhed, of Liverpool, from Singapore for London, was abandoned on September 9 off the Cape.

Both crews were saved.

The Roman's dates are Cape of Good Hope, September 20.

The diamond discoveries on the Orange Vaal river continued progressing, and large numbers of persons were flocking to the diamond field. About 7,000 diggers were at work there, and there was a prospect of a town springing up on the river. Some more very large gems had been found, and two have arrived in consignment by the Roman. The colonial government had interfered in the dispute about the ownership of the diamond fields.

The Free State and Transvaal republics were cautioned against encroaching on the territories of the native allies of the colony.

British magistrates were to be appointed pending other arrangements.

The native chiefs of Waterboer, to whom the whole country originally belonged, had denied having sold the part in dispute, and there was every probability of the whole of the diamond fields becoming British. The chiefs were desirous of giving up their claim on the ground, as they were quite unable to maintain a suitable government. Some of the colonial towns were being depopulated to an inconvenient extent by the exodus to the diamond fields. Severe weather had been felt off the colonial coast, and it was feared that several vessels had suffered.

The news of the German war successes had occasioned surprise and excitement in the colony, and former German meetings had been held and subscriptions raised.

The Roman landed £1,500 for the German patriotic fund, of which £1,000 comes from the Germans at Port Elizabeth, accompanied by a congratulatory address to the King of Prussia.

L'Alma, French iron-clad, arrived at Simon's Bay on September 4, and left again on the 10th for China.

The war news had considerably lowered wool.

The harvest prospects were favorable, and the general tone of business more satisfactory than for some years past.

THE PERSIAN GULF.

Commercial Development—Effects of the Suez Canal Transit.

According to Colonel Pelly's latest report, dated the 10th of July, there is soon likely to be an extensive development of the trade in the Persian Gulf, for which he assigns the following reasons:—

Firstly.—A few weeks ago the first steamer arrived direct from England via the Suez Canal.

Secondly.—The first of an intended line of steamers between Constantinople and the Gulf arrived. On this subject the political agent, Muskat, writes as follows:—"The Turkish merchant steamer Babylon arrived here from Aden on the evening of the 27th (May) ult., and left for the Persian Gulf the next morning. This vessel is, I understand, the first of a line of steamers to run regularly between Constantinople and Bussora, and call at the intermediate ports of Jeddah, Aden, Muscat, Bunder, Abbass and Bushire."

Thirdly.—Two or more steamers have run with corn and dates for Jeddah.

Fourthly.—Two Persian companies have commenced running between the Gulf and British India. These vessels run under the British flag.

Fifthly.—I understand that the British India Steam Navigation Company have it in contemplation to run a weekly steamer between British India and the Gulf.

Sixthly.—The first of a British line of steamers to run between London and the Gulf, via the Suez Canal, is expected at Bushire about three months hence.

Seventhly.—A steam trade in dates, corn and dried fish with Mauritius and Batavia is spoken of.

As yet all the steamers appear to have found full cargoes at rates which, although lower than those which obtained in former years, still pay. It is remarkable that the native merchants, inclusive of those now largely interested in steamers, have, from the commencement of steam communication, eight years ago, consistently urged the inconvenience and injury that would result to the Gulf trade from the substitution of steamers for native craft. The fact seems to be that the Gulf trade is capable of indefinite development, provided freights be sufficiently low to admit of produce competing with that of other countries in foreign markets; in other words, the Gulf being the only ocean basin for a vast range of territories, the resources of those territories will increasingly seek the ports of the Gulf, provided they can be exported at a profit."

HEAVY COUNTERFEITING IN SAN FRANCISCO.

SAN FRANCISCO, Nov. 6, 1870.

A counterfeit bond for $1,000 was passed on the California Bank by a man named Van Jassel, who escaped with the proceeds. He is supposed to have gone to South America, and the steamer Senator has been sent from San Diego to overhaul the Panama steamer and bring him back.

Arrived, ships Fanny, from the Arctic, with 1,200 barrels oil, 20,000 pounds bone and 500 pounds ivory, and Emily Morgan, from the Arctic, with 700 barrels oil, 8,000 pounds bone. They report having spoken, September 25, the ship Benjamin Cummings, with 700 barrels oil, the Julien with ten whales and the Marengo with 900 barrels oil, and, October 18, the Europa with 850 barrels oil, and on the 19th the George with 500 barrels oil.

HEAVY LAWSUIT IN ST. LOUIS.

ST. LOUIS, Nov. 6, 1870.

The State has brought suit against the National Bank of the State of Missouri for $364,000, interest alleged to be due on the 1,803 shares of the stock of the old bank owned by the State, and for which certificates of ownership were not issued to the State at the time the bank reorganized as a national bank.

THE SPRINGFIELD REGATTA.

SPRINGFIELD, MASS., Nov. 6, 1870.

The Amherst College regatta came off on the Connecticut river, near Hatfield, yesterday. In the first race the Freshmen crew beat the Seniors half a minute, making the three miles in 21:59.

The second race, between the Junior crew and a crew from the Amherst Agricultural College was won by the latter in 19:59.

CURIOUS ADVENTURE OF A MECHANIC.

He Confines Himself in a Bank Vault.

[From the New Orleans Picayune, October 27.]

The Louisiana Savings Bank is building a large vault. Admission to it is gained through large wrought iron doors, to which are affixed patent locks. These locks were put in order yesterday by a locksmith named Tympe. After arranging the fastenings on the door he lit a candle and proceeded inside the vault to see how they fitted. Closing the door after him the eccentric catch of the lock fell, locking him in. Those upon the outside could render him no assistance, since it was a combination lock, and no one knew the numbers at which it was set. In this narrow cell, shut in by the four walls of the vault and the huge iron door, the man felt as if he was buried alive. The only means by which he could obtain air or drink was through a small hole in the door, not the twentieth of an inch in diameter. The atmosphere of the cell-like place was fetid and noisome, and the man felt as if he would suffocate. Fortunately he had carried with him into the vault a hammer and chisel, and with them, the only instruments he had, he proceed to cut his way out. The work was slow and tedious, and required two hours and a half of incessant labor. He succeeded at last, however, and was taken more dead than alive from the vault. The wonder is that he did not suffocate.

A STRANGE OUTRAGE.—On Sunday evening a gentleman residing in Lansingburg was called from his residence for a short time. When he left his wife was sitting by the stove. He was absent for half an hour, and, on returning, found his wife lying on the floor with the clothing nearly stripped from her body and she in an insensible condition, with marks on her person which clearly demonstrated that she had been outraged. A strong smell of chloroform was noticed in the room. Since the occurrence the lady has been in an unconscious state, going from one fit into another. It is supposed that the brutes who were engaged in the transaction had noticed the husband leave the house, and then going in stole quietly up behind her and placed a sponge saturated with chloroform under her nose, and then committed their hellish designs. There are strong suspicions against some parties, and the friends of the lady only await her return to consciousness to gain further particulars before proceeding against the supposed guilty ones.—*Rochester Chronicle, Nov. 5.*

MORE TROOPS FOR NEW YORK.

NORWICH, CONN., Nov. 6, 1870.

Two companies of United States Artillery left Fort Trumbull, New London, on Saturday evening, for New York.

NEPTUNE'S WRATH.

The Anchor Line Steamship Columbia at Sea.

Her Late Voyage from Glasgow—Terrific Hurricanes—Mountainous Seas, Hail Squalls and Blinding Rain Storms Encountered—Boats Smashed—Saloons and Staterooms Deluged—Sails Carried Away—Officers and Crew Disabled.

The frequent terrible ocean calamities of the past month have no parallel in the experience of the oldest mariner that has frequented this port from distant ones in foreign countries during the past ten years. In that extended period the heartrending scenes caused by the ocean's hurricanes were numerous, and many valuable lives the victims of storms that could be counted by the score. As winter rolls around sad thoughts come upon us in this connection, and hardly a day passes without the thrilling realization of vessels shivered to atoms, hardy seamen battling with the elements and at last swallowed up in the vortex. All this is prophecied in the gales of December, January and February on the broad Atlantic; but this year one of the comparatively calm months in the twelve at sea has been marked with tidings of fierce storms, merciless hurricanes, shattered hulls, hairbreadth escapes from starvation, the terror of helpless passengers and the death of many noble souls. News of this character flowed in upon us continuously with every fresh arrival, until at last the pleasant and poetical tings given to "old Ocean" in her calmest moments were forgotten, and privation, exposure and tales of death and escape occupied the mind instead. In several cases of late the unwelcome climax of the ocean's horrors, the culmination of all its terrors in one—a shipwreck—has been brought to notice, where brave men and braver women, wife, husband, brother, sister, child and infant were engulfed by the insatiable and reckless sea, over which the waves alone can chant a requiem, as no marble shaft marks their tombs for sorrowing friends to visit.

While some stanch vessels have been lost with all, or nearly all, on board, despite the fervent, thrilling prayers that went up night and morning for their safe deliverance, other vessels have passed through the ordeal so terrible in its nature, and at last came safely into port with but little damage; yet their passengers and crews will never forget the dangerous and disagreeable incidents of the month of October at sea.

The passages of the several ocean steamships to this port in that time in consequence of the storms were greatly lengthened, being sixteen, eighteen and twenty days, or thereabouts, instead of twelve and fourteen days—their usual length. The Malta, of the Cunard line; the England, of the National line; the City of Washington, of the Inman line; the Idaho, of the Guion line, and the Columbia, of the Anchor line, were among the steamships that caught the full force of the fearful gales; but the latter—the Columbia—seems to have passed through the worst of them, as the experience of her crew and passengers attest that more terrible weather never befell the oldest sailors as was their lot to battle with during the first seven days of the steamship's recent voyage from Glasgow and Moville, happily ended on Saturday last. Gales, hurricanes, rain storms, hail squalls, baffling seas, mountainous seas, confused and cross seas met them day and night, until all or nearly all the sailors were disabled.

The Columbia left Glasgow on the 15th ult. and Moville on the following day, with forty-two cabin passengers (sixteen being ladies) and 750 in the steerage and intermediate saloons. When but a few hours out a gale sprung up from the southwest and westward, ushering in the voyage, which, to those embarking a few hours before, some for business, others for pleasure and others yet to fulfill offices of piety and duty, in a manner far from pleasant. The first night out, after all had retired to their rooms, the foaming sea dashed over the vessel continuously, and one more maddening wave than the others smashed in the strong plate glass deck light over the saloon and the sea rushing in covered the floor and soaks in an instant. Fortunately this aperture was at once boarded up and all haste made to throw overboard the tons of water that dashed in upon them. This in time was done, but more serious work was in store. An day long, the 17th ult., the gale increased in intensity, with heavy head seas, and during the afternoon the head rails of the ship were carried away. That night the gale was shifting in its character, blow from the southwest, then south, and then northwest and west, changing so suddenly that sails were of little use. The 18th the baffling wind, still blowing a gale, came from the southwest and then northwest, alternating as before with such rapidity that a man with less coolness than Captain Small would have been discouraged. At this time the jib was blown away and night set in on the gallant vessel and its heroic crew with terrible hail squalls and drenching rain storms. At midnight of the 19th the weather was still more furious than ever, gales, tornadoes, lashing seas, overwhelming waves and the whited forms of the crested billows and the whistle of the rigging having but little cheer.

No headway could be got upon the vessel by means of the sail, and, indeed, the nature to the passengers looked dreary enough, but they retired to their rooms having the greatest confidence in the stanch steamship and its sailors, who had now already been tossing four nights and days like beavers. At midnight as when the first damage was received, so at that hour on this never to be forgotten occasion, one of the terrible seas struck the port side of the wheelhouse, and dashing it in, filled the saloon and staterooms with water more than three feet deep, and the passengers' luggage drifting about in the mass of water awakened them, and for a moment they were filled with dismay. It was for a moment only, as the seamen, some already sick unto despair, soon repaired the damages, and the water was once more bailed out and the luggage arrighted.

This great weight of water stove three of the boats—two of the life boats, and the one in ship parlance called the "sterne boat." Constant watches with the sailors that were still in good health was kept night and day, Captain Small gave up his room to some of the ladies less used to "roughing" it than others, and he obtained his rest in "cat naps," without removing his clothes. During the 20th the gales continued, veering from the southwest to the northwest, as before; so came in and departed the 20th, 21st, 22d, 23d, 24th, 25th and 26th, the vessel encountering the most terrific hail and rain storms, with confused, cross seas, until it seemed as if they were destined to a watery graves, with none to assist or give succor in their hour of peril.

On the 27th the clouds broke, and the winds becoming moderate the sea went down, and the sun shining once more gave all renewed courage and brighter hopes of a voyage of safety, notwithstanding the trials gone through with. And so it resulted; and the brave vessel Columbia came up the bay during Saturday evening, and is now snugly reposing at her berth at pier No. 20 North river, where to a casual observer yesterday she seemed in tiptop condition, with her decks all white as holystoning could make them, and her staterooms and cabin saloon as neat and comfortable as ever.

But the results of this tempestuous voyage will long be noted in the physical condition of the steamer's crew. Captain Small had his right hand crushed in one of the gales; Dr. Robertson had his collar bone broken in the discharge of his duty and may be disabled for life; one of the quartermasters had his throat cut by falling timbers, and nearly the entire crew were disabled in one form or another. Many of them are yet in the ship's hospital, and will be compelled to remain there for weeks.

The sails blown away were two jibs, the mainsail, foretopsail and fore-sail. These were replaced by new sails as soon as they could be bent in the terrible weather.

All this time—and let the word of praise be duly chronicled—the engineers worked like heroes, and remained up night and day, that the mainspring, the vitality of the steam-ship, might not give way.

To Captain Small, for his ceaseless bravery and undaunted heroism and admirable coolness, the passengers were duly grateful, and, appreciating to the finest extent their great deliverance from the terrible perils gone through with, met in council on Saturday afternoon, while steaming up the bay, and, in due form, passed the following resolutions:—

ON BOARD STEAMSHIP COLUMBIA,
NEW YORK HARBOR, Nov. 5, 1870.

Whereas the steamship Columbia, of the Anchor line, in her passage from Glasgow to New York, commencing October 15 and ending November 5 inst., encountered in the first eleven days of her voyage a constant succession of gales from the west—gales of unprecedented duration and terrific violence; and whereas during these seasons of danger the captain and officers of the ship shrank from no exposure to personal danger and hardship in the performance of duty; and whereas, during the continuance of our most protracted voyage, they have been uniformly kind and courteous towards us, the passengers, and considerate for everything that would promote our comfort and enjoyment; now, therefore, having, under a benescent Providence and by the facility and kindness of men, survived these perils and experienced these favors, and filled with gratitude to God for deliverance and safety, we with one heart unite in passing the following resolutions:—

Resolved, That we cordially thank Captain J. J. Small and the officers associated with him in command and charge of the steamship Columbia for their splendid devotion to duty in the midst of peril, and for their unremitting kindness to us throughout our tedious voyage. We can never forget their exposures for our safety, nor their considerate care for our happiness, and only regret that we cannot make our thanks as emphatic and strong as their merits and skill have been heroic and admirable.

Resolved, That a copy of this preamble and resolution be presented to Captain Small, and that the New York HERALD, the Londonderry *Standard* and the Glasgow *Herald* be and they are hereby requested to publish the same.

A. K. ELWOOD, President.
True copy. Attest, ARTEMUS CARTER, Secretary.

The officers of the Columbia are as follows:—
Captain—John J. Small.
Officers—First, William Powers; second, Mr. Rae; third, Mr. Hay.
Doctor—Dr. Robertson.
Purser—Mr. Galbraith.
Engineers—Chief, Mr. MacLachlan; assistants, —McGinnis, James Crawford.

NEW YORK CITY.

Miscellaneous Morsels of Metropolitan News.

The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's pharmacy, HERALD Building, corner of Ann street:—

	1869.	1870.		1869.	1870.
3 A. M.	50	49	3 P. M.	53	56
6 A. M.	46	46	6 P. M.	50	54
9 A. M.	48	48½	9 P. M.	48	51
12 M.	54	57	12 P. M.	46	50

Average temperature yesterday 51½
Average temperature for corresponding date last year 49¾

The colored waiters of the Metropolitan Hotel have organized a full string and brass band, and are determined to make a noise during the coming festive season.

A fire at 247 East Fourth street, occupied by Joseph Wagner, wheelwright, yesterday morning, caused $200 loss. Insured for $1,000 in the Pacific Insurance Company.

Last evening a fire broke out on the second floor of the building No. 573 West Fifty-second street, caused by the explosion of a coal stove. The loss was $100.

It is denied by all the John Murray Associations in the city—and there are a great many of them—that they or their members were in any way connected with the rowdies who shot and wounded a policeman on Friday night.

Justice Hogan, at the Tombs, yesterday held for trial Henry Hickmerster, of 27 Hudson street, on a charge of having stolen a barrel of sugar from the grocery store of Roome & Bunn, 356 Greenwich street.

A colored man, named George Freeman, recently charged with having stabbed with a knife David M. Grace, also colored, yesterday gave bail in $5,000 before Justice Hogan, at the Tombs, to appear for trial.

At half-past one yesterday morning William Miller, of 266 West Twenty-sixth street, by occupation a night watchman, attempted to put an end to his life by shooting himself in the mouth with a Sharpe's revolver. He was but slightly injured.

Yesterday the body of an unknown man was found at pier No. 31 East river by the police. Deceased is five feet high, smooth face, dark hair and and wears blue flannel sack, dark pants and vest, striped woollen shirt, brogan shoes and white woollen socks.

A fire occurred yesterday afternoon in the basement of 111 Chatham street, a house of ill-fame, occupied by John Barman. It was caused by the explosion of a liquid gas lamp. The loss on buildings 109 and 111 was $1,000; on Barman's furniture about $300.

Another demoralized, newly-enrolled United States deputy marshal, named Charles Murray, residing at 294 Third street, was arraigned before Alderman Walsh, at the Essex Market Police Court, charged with brutally thrashing his wife and threatening to kill her. The marshal was held to answer at the Special Sessions.

The arrests yesterday between six A. M. and nine P. M. for offences traceable to the immediate use of intoxicating liquors show sixty-three for intoxication, ten for being drunk and disorderly, eleven for disorderly conduct and one (in the Fourth ward) for violation of the Excise law. Total, eighty six, of which nineteen were females.

The report that Henry Welch, the young man who stabbed himself at No. 312 East Twenty-seventh street on Saturday, had been impelled to the act by the refusal of his mother to furnish him with money was erroneous. Welch has been an industrious young man and has hitherto earned honorably a salary adequate to all ordinary requirements.

Bernard Smyth, Receiver of Taxes, reports the following receipts during the past week:—

October 29	$359,704	November 2	$95,561
October 31	429,251	November 3	180,298
November 1	68,911	November 4	142,857

Total $1,466,102
Total receipts during October 8,973,722

Adolph Peters, of No. 5 Jay street, charges while passing down Seventh avenue, at three o'clock yesterday morning, on his way home, he was seized by Hugh Ferguson and five others, who dragged him into a stable and forcibly took a valise from him containing clothing valued at seventy dollars. The prisoner was found concealed in the hay now by officer Noble, of the Sixteenth precinct, and subsequently arraigned before Justice Fowler, at Jefferson Market, who committed him for examination.

The Central Park Meteorological Department reports, for the week ending November 5, 1870, the following atmospheric data:—Barometer—Mean, 29.953 inches; maximum, at 7 A. M. October 30, 30.256 inches; minimum, at 5 A. M. October 31, 29.596 inches; range, .660 inch. Thermometer—Mean, 51.1 degrees; maximum, at 2 P. M. November 2, 62 degrees; minimum, at 6 A. M. October 30, 35.2 degrees; range, 26.8 degrees. On October 30 rain fell from 5 P. M. to 12 P. M. to the depth .07 inch; October 31, from 0h. 10m. A. M. to 6:15 A. M., to the depth of .75 inch; November 3, from 1:30 A. M. to 2 P. M., to the depth of .26 inch, and on November 5, from 2 P. M. to 4 P. M., to the depth of .01 inch, making the total amount of water for week 1.19 inch. Distance traveled by the wind during the week, 1,564 miles.

THE "QUEER."

The Counterfeiters who Have Been Done For, and Counterfeiters who are Yet to Get Their Dues.

On Thursday night the head of one of the larg