

NEW YORK HERALD

BROADWAY AND ANN STREET. JAMES GORDON BENNETT, PROPRIETOR.

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VOLUME XLII.....NO. 366

AMUSEMENTS TO-MORROW.

- WALLACK'S THEATRE.—THE SHAGBARK. UNION SQUARE THEATRE.—MISS MULLER. NIBLO'S GARDEN.—AZURE. BOOTH'S THEATRE.—DANIEL DRUCE. BOWERY THEATRE.—THE THREE GARDENERS. GERMANIA THEATRE.—MARRIED IN DEATH. GRAND OPERA HOUSE.—UNDER THE GAULS. LYCEUM THEATRE.—BRETUS. PARK THEATRE.—LITTLE NELL. FIFTH AVENUE THEATRE.—THE AMERICAN. OLYMPIC THEATRE.—VARIETY AND DRAMA. TONY PASTOR'S THEATRE.—VARIETY. TIVOLI THEATRE.—VARIETY. EAGLE THEATRE.—VARIETY. NEW YORK AQUARIUM. SAN FRANCISCO MINSTRELS. GILMORE'S GARDEN.—GRAND EUROPEAN FESTIVAL. KELLY & LEON'S MINSTRELS. WASHINGTON THEATRE.—VARIETY. HELLER'S THEATRE.—PRESIDENTIATION. HELLER'S HALL.—AMERICA'S HOME OF MYSTERY. COLUMBIA OPERA HOUSE.—VARIETY. THE NEW AMERICAN MUSEUM. THEATRE COMIQUE.—VARIETY.

TRIPLE SHEET

NEW YORK, SUNDAY, DECEMBER 31, 1876.

NOTICE TO COUNTRY DEALERS.

The regular edition of the Herald will be sent hereafter as far West as Harrisburg and as far South as Washington by special newspaper train, run by Adams Express Company, at the usual rates.

From our reports this morning the probabilities are that the weather in New York to-day will be cold and clear or partly cloudy.

WALL STREET YESTERDAY.—The sales of stocks indicated more than usual activity. Prices, however, were in the main lower. Coal securities advanced. Gold opened at 107 and closed at 107 1/2. Government and railway bonds were steady. The bank statement for the week shows a gain in the legal reserve of \$3,245,000.

GENERAL PEOPLE who have sighed to hear that no more money was needed for the Brooklyn sufferers will find relief in another column.

THE FAMOUS JEMEL WILL CASE promises to shake off its legal encumbrance and take the form of a great international romance. See Court reports.

THE WOMAN WHO WHILE DRUNK set fire to her child has been arrested, but the man who sold her the liquor has not. When will law work justice?

ONE OF THE ASTORIA BUTLERS is reported to have told something about the robbery. Make a policeman of him at once, so as to increase the efficiency of the force.

THE PERSONATOR OF CHRIST turns out to have been a bigamist, and curious people are again wondering why indecency and religion should be so closely wedded in some minds.

GOVERNOR BROWN'S letter, which we publish to-day, may fire the Southern heart; but everywhere in the South there are pals full of cold water ready for such an accident.

THE BATTLE OF THE "OUTS" against the "ins" over the ten thousand city offices will formally open at twelve o'clock to-morrow; but oceans of ink have already been shed in reconnaissance.

HAVE RAILWAY PASSENGERS no rights which engineers are bound to respect? If they have the action of the Grand Trunk engine drivers, in abandoning their trains, was a brutal outrage, and the perpetrators can hardly be punished too severely.

THERE ARE NEARLY TEN THOUSAND CASES on the calendars of the Supreme, Superior and Common Pleas courts, and the only consolation of the interested parties is in Byron's line, "Time at last makes all things even." The probability of legal adjustment should hang on something more solid than poetry.

THE INTERCOLLEGIATE literary contest at the Academy of Music next Wednesday evening does not excite as much public interest as if it were an intercollegiate muscular contest, notwithstanding the fact that it is a more creditable kind of strife. In either case it is a battle of skulls, but brains seem to possess more attraction than brains when it comes to public contests for supremacy.

THE SEASIDE OF THE UNITED STATES has seldom been the scene of so terrible a tragedy as that enacted yesterday and to-day on the fated ship Circassian. Lying but three times her own length from the beach, the fury of the storm made her utterly inaccessible, and within hearing of hundreds of sympathizers twenty-eight brave fellows went singing and praying into eternity. Thoughtful men will naturally have doubts as to the efficiency of a life-saving service which cannot pass a line to a vessel only six hundred feet away, no matter how bad the weather.

TEN STREETS.—The Street-Cleaning Department recently asked and received an additional appropriation for the balance of the year 1876. The Herald endorsed its application for more funds in the hope that the money would give us tolerably clean streets and save us from the nuisance of roads ankle deep in slush, snow or mud, dangerous sidewalks and interrupted traffic. There is no evidence, however, that a ten cent piece has been expended on street cleaning for the past week, and yesterday the roads were scandalously filthy and in many places almost closed to travel. What is the Street-Cleaning Bureau doing? Is it emulous of the reputation that its predecessors have enjoyed?

WE ARE GLAD TO SEE our clever contemporary the World so correctly characterizing the proposed cable combination as a combination "plainly hostile to the best interests of the public." Yet, notwithstanding its very plain hostility to the public interest, this scheme may prove to be a blessing in disguise. Its first effect, to be sure, would be to raise the rates; but the inevitable consequence of that effect would be the laying of a new cable or two, and then prices would be even lower than now. Let the cable monopolists go ahead with their scheme. We, for one, will be only too glad to do our share toward establishing a popular cable and making cheap rates, and we are by no means the only one of this mind.

POLAND AND RUSSIA.—By our cable despatches it will be seen that the Polish exiles who are in Switzerland have as little conception of political facts now as they had when through want of the capacity to comprehend political facts they were driven into exile. They have addressed to the Marquis of Salisbury an appeal to secure for them in Poland the same rights that Russia is endeavoring to secure for the Slavs in Bulgaria. Unfortunately for these persons the conference at Constantinople is not called to consider the condition of Russia, but Turkey, and it is not within its function to demand the modification of laws in any other than the Ottoman Empire. If it were otherwise the Russian Plenipotentiary might be called upon by the Fenians, or the Hindus, and some other by the exiles of the Paris Commune; and, in short, the conference might be invited to turn the whole world topsy turvy out of regard to the discontended ones of all nations.

The Lake Shore Catastrophe—Iron Railway Bridges.

In this morning's paper we have to chronicle a more startling series of catastrophes than has ever before, perhaps, fallen to the record of any single day. Besides the horrible slaughter at Ashtabula there is the story of the fall of another train through a bridge in Vermont, and still another report of lamentable loss of life by the sea at Bridgehampton, Long Island. But the others are trivial by comparison with the dreadful calamity on the Lake Shore road, and have in common with it little else than their association with the same great storm that is in some degree certainly to be counted as a cause in each case.

In the accident on the Lake Shore road there was a wonderful accumulation of horrors. Only the plunge of the cars through the night from the broken bridge appals the thought; but add to this the ice and the river below, the fire from the burning cars and the cold and the raging storm of wind and snow and sleet, and we have a picture of terrors that imagination never surpassed. Within a few feet of one another are lying the maimed bodies of those who were killed by the crashing timbers in the fall; the remains of those who were burned in the wreck; of those who were drowned and those who were frozen to death. In the fearful catastrophe of the Brooklyn Theatre it was possible to hope that the wretched victims perished with comparatively little pain, for the stupefying effects of the smoke doubtless acted as an anæsthetic. But in the case before us the many forms in which death came were all without this mitigation, and that night must be remembered as one almost without a parallel in the infliction of all that is terrible in the torture of humanity.

No effort will be spared, we presume, to arrive at some positive knowledge as to the cause of this calamity. Various theories are mooted on this subject. It is held that the iron of the bridge was exhausted, and that the structure gave way under this strain simply because the limit of its resistance had been reached. It is also held that the intense cold had so affected the iron as to destroy the cohesion of its particles. Some are of opinion that iron bridges in northern climates are the greatest possible blunder; while others believe that they fail only when the demand that they shall be made within a certain limit as to price renders it impossible that they should be made well. Does any one of these theories touch the case of this calamity, and if so which one is it? This is certainly the most important inquiry that can be set on foot; for the possibility of the recurrence of such events in every cold storm, or whenever a bridge has reached a certain age, is a danger that the travelling public cannot contemplate with equanimity.

Iron bridges are constructed on contracts by builders who make them a specialty, and the competition is very high. They are commonly made by the lowest bidder. They can be made, as the builders say, "at any price." That is to say, they can be made in the best manner for an adequate price and in various degrees of inferiority as the price is forced lower and lower. Cheapness may affect the pattern of the bridge and compel the adoption of some style not sufficiently strengthened, or it may affect the material and compel the use of poor iron. There is no doubt that our system of railroad construction acts as a direct preference to bridges that are really slaughter traps. Railroad bridges have been constructed for in this country at prices barely sufficient to pay for good iron at the time, and the only chance, therefore, that the builder could have to pay his labor and make a profit was by the use of cheap and inferior iron. Yet if a builder contracts at a fair price, and is underbid by another whose bid must necessarily rest on chicanery of some sort, the lowest bidder is very apt to get the contract.

With bridges constructed, however, of the best material and on patterns of approved excellence it is unquestionable that the resistance of the iron is exhausted after a certain period. What is that period, and is there any known rule for its application to structures so composite as iron bridges? For rails it seems to be possible to get at a fair rule by computation of the weight that has passed over them at a given rate of speed, and of the heat evolved by the friction. This is apparently the rule with regard to railroad wheels, which are condemned when they have gone through a defined service, even though they may be none the worse so far as observation can discern. In this case the sound principle is acted upon that they have gone through what should have exhausted them, and that it is better to send to the foundry a few wheels that may accidentally have outlasted their legitimate service than to imperil a single train with its precious freight of lives by the attempt to extort from the iron a few mere revolutions. But since railroad economy thus recognizes distinctly the fact that the cohesion of iron has its limit, is it not remarkable that it should fail to consider with regard to bridges what it considers so elaborately with regard to wheels? Any presumed difference between them must be based upon erroneous conceptions, since it is in each case the vibration that exhausts, even though the force which originates the vibration be differently applied. It is reported that the bridge at Ashtabula has been in use for eleven years. Doubtless in that time one hundred thousand trains have passed over it, say thirty to forty million tons weight, enough pressure to have heated every ounce of iron in the bridge to a red heat ten times over. It may prove, upon proper investigation, that ten years is an extreme limit for the safety of any iron railroad bridge, and if the companies should find themselves under the necessity of rebuilding all their iron bridges once in such a period, these structures would cease to be advantageous from cheapness, and we should see restored the excellent practice of spanning streams with arches of masonry.

Make an Example of Him.

President Wood, of our city Board of Education, declines renomination on the ground of ill health, and he is not a man to say anything which he does not mean. But the Board, by unanimous vote, begs Mr. Wood to reconsider his intention and the people will strongly indorse the resolutions. Even should Mr. Wood become entirely unfit for duty he should be re-elected if only that he may be kept before the public as an example to other men of wealth and culture. Criticisms from such men are numberless regarding education and other matters of great local importance, and they are often just; but when actual work is necessary these gentlemen draw on their gloves and recall a pressing engagement. Mr. Wood, on the contrary, has for years devoted his entire time to the improvement of our schools; he has mastered the system even in its driest and minutest details; he has done his best with the material at his service, instead of enshrouding himself in elegant longings after the unattainable, and he has been rewarded by the success which always follows intelligent endeavor. New York has a thousand or more other men who could and should follow in President Wood's footsteps, and in the various departments of local administration there is room for all of them. Let Mr. Wood be kept before the public until other men of similar abilities are shamed into true loyalty.

under use could be put aside as a fact, which certainly it cannot, there would remain the doubt as to the propriety of the employment of this material in a climate where extreme cold seems at times to make iron as brittle as glass. At Ashtabula, the report says, the iron "snapped like a pipe stem." This phrase gives an accurate account of the fact, for the extreme temperature seems to reduce the metal to the condition of pottery. Is it not madness to put the lives of passengers in constant jeopardy, as must be done where this result is possible in any one case?

Locating the Proposed Opera House.

The project for a new opera house finds such extraordinary favor with those classes upon the aid of which such schemes must depend that it may be regarded as almost certain of successful consummation. The proposed site, at the corner of Fifth avenue and Forty-fourth street, is undoubtedly the best that could be selected. The rapid growth and development of the upper portion of the city have long rendered downtown locations for places of amusement distant and inconvenient. Probably two-thirds of the people who go to the opera at the Academy of Music live within more convenient reach of this proposed corner. Moreover, it is perfectly well adapted to the kind of structure required. To erect a mammoth building for this purpose would be merely to repeat an error which has already proved fatal to success in several notable instances. The dimensions of the proposed site are ample for the erection of an opera house of quite as much size and capacity as are consistent with perfect adaptability to the end in view. Let the matter be put in charge of a practical architect, who would take the fullest advantage of the fine location and the excellent proportions of this site, and the result should be a splendid structure, outwardly an ornament to Fifth avenue and a credit to the city, and, interiorly, admirable in its adaptation to the requirements of opera. The names of several architects have been mentioned in this connection, and, since suggestions are in order, we venture to recommend Mr. George B. Post as a practical architect, competent to take charge of this business and to achieve a worthy result. Such a structure should be free from the gaudy display which is the fault of too many of our prominent buildings. It is the fashion with most American architects to sacrifice economy and utility to mere show. Instead of handsome substantial buildings, they produce monstrosities of beauty. We suggest Mr. Post's name in the hope that by the selection of such an architect the managers of the undertaking will steer clear of the faults of the prevailing fashionable architecture.

Silent Sufferers.

While the miseries of the poor are attracting the attention of the benevolent there is danger that the worst sufferers will be overlooked. There is everywhere a class of unfortunate who never seek relief, never complain, always keep their affairs to themselves, wear brave faces, and yet undergo almost incredible hardships. The higher orders of artisans and mechanics, the clerks and professional men, and the penniless men and women of high character and attainments are in many instances enduring all the privations which are making life unendurable to the lowest, and are suffering mental agonies which are simply beyond description. The strangest, most terrible fact in connection with them is that, though their condition is generally known to their well-to-do friends, there is not only no effort made to relieve them, but they are regarded with that strange mingling of admiration and indifference which makes the spectators of Roman gladiatorial shows so incomprehensible to the modern mind. There is scarcely a family in comfortable circumstances that cannot recall such acquaintances who are practically as friendless as if they were in the centre of Africa. In addition to the sacred plea of charity these people have a special claim upon their more fortunate neighbors, for of general society they constitute an element which can never be too prominent; they furnish a large amount of the intelligent effort and example without which society and civilization cannot exist. In every active department of life man's bravery and woman's endurance merit and receive the hearty recognition of all mankind; certainly in the greatest of all struggles the sympathy of their fellow beings should not fail them. How to alleviate their torments is a question which any honest person can answer for himself after a few moments of thought, and the answer is imperatively needed in hundreds of thousands of cases and in every city and town.

The Weather.

The storm centre pursues its course northward, and is now moving off the Nova Scotia coast with the very low pressure of 28.93 inches, or .05 less than recorded in New York yesterday. The rain and snow area has gradually diminished in extent, and is now confined to the lower lake region and the St. Lawrence Valley, with a small detached area in New Brunswick and Nova Scotia immediately attending the storm centre. In the North-west snow is reported from the Upper Missouri Valley, attending the advance of another depression from that direction. West and South the weather is generally clear and cold, with winds indicating a Gulf disturbance. The area of highest pressure is now moving over the Lower Mississippi Valley, and as it advances eastward the temperature on the Atlantic coast will fall somewhat. Cold and cloudy weather prevails in the far Northwest. We can promise fine weather for visiting on New Year's Day in New York.

Now for Rapid Transit.

The recent decision of the Supreme Court gives to the Gilbert Elevated Railroad Company the full right to complete its road, subject only to the legal opposition of property owners along the line. But for this opposition, so we are informed by the World, the improvement would be completed in four months. It is pretty generally understood that the Sixth Avenue Railroad Company is managing the work of resistance. But for their influence it seems probable that the consent of the requisite two-thirds of the property owners would be readily obtained. "The property holders all along the line have given us every facility," said General Porter. "The main body of property holders on the line, where it has already been set up, sent a batch of affidavits to the Court in one of the proceedings, to the purport that there was no objection to its erection." It would be quite natural that in event of any serious damage to property resulting from the construction of this road the owners should be reluctant to martyr themselves for the public benefit. But there is no necessity of any such martyrdom. Under the new general railroad law the Gilbert Company will fully indemnify injured property holders according to the assessment made by a committee appointed for that purpose. In reality the property will suffer little or no detriment. It is generally of that inferior class of which the tenants are seldom squeamish about trifles. Even were the case otherwise this property could be made available for tenants of the kind to whom downtown residence is a necessity. There are thousands of porters, factory operatives and others who would be ready tenants of these houses without caring in the least about the proximity of an elevated railroad. Thus the completion of this road will equalize the facilities of residence for two large classes—viz., the class already described and the large body of clerks and persons of moderate means of whom such early and late attendance is not required, and who would be enabled by means of rapid transit to live at a little distance out of town and enjoy the benefits of fresh air and cheap, tasteful homes. Moreover, there is a general compensation involved in the consequences of such a project. The gain to the city by the possession of this improvement is certain to redound to the profit of every property holder in the city limits. Every year of the last decade the lack of rapid transit has driven thousands of people across the Hudson. Tax paying, rent paying, provision buying citizens have been lost to us through this very want of enterprise. So good is the prospect of general benefit from the completion of this improvement that, according to General Porter, "the real estate on the line of the portion already built has not depreciated, and in one case the owner of the house has increased his rent." We trust the body of property holders along the line will consider the case fairly and not be misled into foolish resistance by the influence of any horse railroad company.

The City Budget for 1877.

The Board of Apportionment yesterday passed the final estimate for carrying on the city government during the year 1877, and Comptroller Kelly congratulated the taxpayers, in a brief address, on the fact that the total amount is considerably less than the sum appropriated for the year about to close. The rate of taxation on the present assessed valuation will be reduced from 2.83 per \$100 to 2.65. At the same time, owing mainly to the passage of laws by the last Legislature lessening the rate of interest exacted from those in arrears for taxes or assessments, the revenues of the General Fund applicable to the reduction of the year's taxation can only be estimated at two millions and a half for 1877 against four millions in 1876.

Comptroller Kelly has only been in office during the last hours of the settlement of the budget for next year, and Mayor Ely has no responsibility for it whatever. It is really chargeable to the old régime. The new Comptroller has, therefore, no occasion to father it or to boast of its economical character—a practice which prevailed under Mr. Kelly's predecessor to an absurd extent. When we compare the budgets of 1876 and 1877 we find that there has not been that saving in the running expenses of the departments that the people expect to find next year under the new order of things. The total of this year's estimates was \$34,904,395, and of next year's \$30,984,269—a decrease of \$3,920,126. But the difference is more than made up by the saving in items wholly unconnected with the city government, as the following statement will show:—

Table with 2 columns: Item, Amount. Decrease of State tax in 1877, \$3,070,006. Increase in interest and principal of debt, 843,533. Census expense in 1876 not in 1877, 50,139. Westchester state tax in 1876 not in 1877, 46,578.

Total saved in 1877 over 1876, \$4,012,247. From these figures it will be seen that no good claim to peculiar economy can be made for the budget finally adopted yesterday. We must wait another year before fully realizing the advantages of the harmonious and efficient administration which we hope to see inaugurated in the over-taxed city of New York to-morrow.

Six English bridesmaids were attired in pale blue cashmere dresses with princess polonaise, small hats cream color felt, turned up and lined with light blue plush, and trimmed with cream color silk and light blue feather. The bridesmaids also wore massive silver brooches with the monograms of the bride and bridegroom, the gift of the bridegroom. Thus they float.—The geologist of the Burlington Haystack thinks that loads get into rocks by digging down with tools. This is incorrect; they get into the rock because it is a sort of trap.—Herald P. I. Wrong again. They were simply told on the rock was fluid, and was not strong enough of the Backtrackers about them to get out again.—Philadelphia Bulletin. Too conglomerate with your reasons. As usual, a woman is at the bottom of it. Sillicie puts them in.—Port Chester Journal. Perhaps she did. We remember hearing her singing to one of them, "Rock me to sleep."—Philadelphia Bulletin. During many years editors have inculcated the principle that every one who writes or subscribes to news, papers should give, not only his name, but his State and even his residence. Yet we have before us a number of letters from editors asking for the Herald, and in some instances not even the town to which the Herald might be sent is mentioned. One sheet of paper has a flaming picture of a newspaper building on which is seen the sign of its name, but there is no indication on the picture or the sheet in what State the Nunda News is published.

Sleighting will be good probably until Tuesday, but after that day the thaw will begin again with the approach of a depression from the West. The weather in New York to-day will be cold and clear or partly cloudy.

Our New State and City Brooms.

The New State and city governments will be inaugurated to-morrow. Governor Robinson steps from the Comptroller's office into the Executive chamber under encouraging circumstances. The report of his stewardship as the head of the State financial department shows that the practical reform of the past two years has effected a decrease of debt, a curtailment of expenditures, and an increase of the sinking fund. He finds the machinery of the government running smoothly and the prospect good for the accomplishment of further reforms before the expiration of his three years term of office. The only bad showing during the past year is in the State prison management, which presents a deficiency of seven hundred thousand dollars. The new system provided in the constitutional amendments will remedy this and bring the State prisons under the same strict rules of economy and honesty that now prevail in other departments of the State government. It will be the duty of Governor Robinson to make a determined effort to place the Bank and State departments under capable and faithful management. The republican Legislature may obstruct this necessary work for the purpose of keeping those offices in the hands of their political friends; but as the Senate and Assembly will both be elected next November any such action would probably insure the next Legislature to the democracy.

Mayor Ely also enters upon his administration under favorable circumstances. He has a government harmonious in all its parts to assist him in bettering the condition of the city, pushing forward desirable works of public improvement and curtailing expenditures wherever economy may be properly enforced. Comptroller Kelly promises us a thorough reform in our financial management, and it is rumored that he will soon propose a plan for increasing the city revenues and decreasing taxation which will commend itself to the approval of the people. The new Board of Aldermen has a good working democratic majority, and the Board of Apportionment and Sinking Fund Commission will be in democratic hands. Mayor Ely in his message will no doubt set before the people their exact financial condition, which they were never able to ascertain from Comptroller Green. Mr. Kelly has now been long enough in the Finance Department to make himself acquainted with the true amount of our liabilities and assets, and will no doubt give the Mayor such a clear, explicit balance sheet as the taxpayers have long desired to see. The new Mayor should also make his position on public improvements distinctly understood in his first official message. The people of New York wish to know whether they are to have better docks, better pavements, a better water supply and a more efficient government generally under Mayor Ely and Comptroller Kelly than they have had under past administrations, and they will expect the Mayor to announce his policy in plain and unmistakable language.

PERSONAL INTELLIGENCE.

Serve apple sauce with sausage. Senator Bob Ingersoll, of Illinois. Pieces of celery may be fried in rich butter. In Texas the trees are full of blossoms and horse thieves. St. Louis has more dishonest voting than the city of New York. Signor Alessandro Castellani, of Rome, is at the Westminster Hotel. Admiral A. Crown, of the Russian Navy, is at the Fifth Avenue Hotel. Donald G. Mitchell (Ik Marvel) will lecture before the School of Fine Arts at Yale. In South America there are no crows; and, consequently, no democrats to eat them. Boston Post:—"The New York Herald says Queen Victoria brought her children up on oatmeal. Now we know where Wales got his wild oats." Nubar Pacha, the new Turkish Governor of Bulgaria, is illustrated in the Graphic, but if he continues to wear his saucy down over his right ear he will boil over. Stories of heavenly appearances are fishing through the papers. We do not like to say that there is anything doubtful in these stories, but some of them might be a little matter. Dr. Doremus states that the thermometer is coming into use as a milk-test. Last year there were 300 tests made without the thermometer, but through the efforts of the Doctor both the lactometer and the thermometer are being used by the Board of Health. An exchange says:—"A lowly that costs twelve cents a pound dressed will cost sixteen when undressed, and in other words the dressing costs four cents, and a nine pound four ounce low, dressed, will when not dressed weigh seven pounds nine ounces, so that a dressed low will weigh a pound and a half less than undressed." Happy New Year. A Park row barber used his new apprentice loose with a seven-by-nine razor on a fat man yesterday. After the apprentice had made several attempts at subsil plunging on the fat man's face, and the latter began to look like a map of Peru after a first class earthquake, the boss remarked that it was all nonsense and that he had been a little bit of a shaver. It is said that the number of expressions used by a good writer is very small, and we have seen a paragraph to the effect that Shakespeare had a vocabulary of something less than 300 English words. Yet when a man slips up on an iron coal hole cover and feels 160 pounds of protoplasm on the sidewalk, Webster's Dictionary doesn't contain half the words he rolls around in his imagination. Six English bridesmaids were attired in pale blue cashmere dresses with princess polonaise, small hats cream color felt, turned up and lined with light blue plush, and trimmed with cream color silk and light blue feather. The bridesmaids also wore massive silver brooches with the monograms of the bride and bridegroom, the gift of the bridegroom. Thus they float.—The geologist of the Burlington Haystack thinks that loads get into rocks by digging down with tools. This is incorrect; they get into the rock because it is a sort of trap.—Herald P. I. Wrong again. They were simply told on the rock was fluid, and was not strong enough of the Backtrackers about them to get out again.—Philadelphia Bulletin. Too conglomerate with your reasons. As usual, a woman is at the bottom of it. Sillicie puts them in.—Port Chester Journal. Perhaps she did. We remember hearing her singing to one of them, "Rock me to sleep."—Philadelphia Bulletin. During many years editors have inculcated the principle that every one who writes or subscribes to news, papers should give, not only his name, but his State and even his residence. Yet we have before us a number of letters from editors asking for the Herald, and in some instances not even the town to which the Herald might be sent is mentioned. One sheet of paper has a flaming picture of a newspaper building on which is seen the sign of its name, but there is no indication on the picture or the sheet in what State the Nunda News is published.

TELEGRAPHIC NEWS

From All Parts of the World.

EXPECTANT EUROPE.

The Conference Still Discussing the Turkish Problem.

RUSSIAN POLICY FORESHADOWED.

The Reported Prolongation of the Armistice Confirmed.

PRESS VIEWS OF THE SITUATION.

A Protest Against Russia from Polish Exiles.

[BY CABLE TO THE HERALD.]

LONDON, Dec. 31, 1876.

The last days of 1876 have been spent in an effort to prevent the outbreak of war in Turkey, and the result is still as doubtful as a month ago. Whether that effort has been an earnest one on the part of all the Powers represented at the Conference in Constantinople must be left to the future to tell, but there is no disguising the fact that the new year is about to open with a prospect more uncertain than has been known in Europe for many years. No matter how many editorials breathing confidence in the preservation of peace may appear in the newspapers, the minds of those who are best informed on European politics are filled with gloomy forebodings, and not a few are convinced that 1877 is destined to be a year of sanguinary war and of sweeping political change.

A POLISH PROTEST.

The Polish question is once more before the people of Europe, although the people of that country show little sign of life. The special correspondent of the Herald at Berlin telegraphs that the leading Polish emigrants in Switzerland have addressed a petition to the Marquis of Salisbury, protesting against the inhuman treatment to which their compatriots in Poland are subjected by the Russian government. They complain of the destruction of their religion and language and implore of the Conference to obtain for the Russian Poles the same rights and privileges which Russia demands for the Slavs in Turkey.

THE ARMISTICE.

Confirmation of the reported prolongation of the armistice comes from various quarters. A despatch from Paris says it is officially announced there that the armistice has been prolonged until the 1st of March.

THE CONFERENCE AT WORK.

The Turkish delegates submitted objections to several of the proposals made by the Conference, chiefly on the subject of general amnesty. Discussion followed on these questions, in which Count Chandorcy, the French Plenipotentiary, took a leading part.

The next sitting of the Conference will be on Saturday and Monday, and it is expected that rapid progress will be made with the deliberations. The apprehensions recently entertained of an unfavorable issue are now considerably diminished and a pacific solution of pending questions is anticipated.

ENGLISH PRESS VIEW OF THE PROSPECT.

The Pall Mall Gazette of this afternoon states that the proposal for the prolongation of the armistice was made by the Porte, and considers that this action aids much to the hopefulness of the situation. It believes Turkey has put forward a proposal that a police force composed of Turkish regular troops under European officers shall supervise the application of reforms in the provinces. Whether the Czar and his Ministers will be content with the Gazette seriously doubts, declaring it easier to believe the Russian army must fight, unless its sovereign can boast of a far more obvious diplomatic victory than it is likely to obtain, than that it will be ordered home by a government virtually defeated in the Conference chamber.

FORESHADOWING RUSSIAN POLICY.

A despatch from St. Petersburg gives an extract from an editorial article in the Moscow Gazette which is very significant as indicating the policy of Russia in the event of a break-up of the Conference. The Gazette says:—"In the event of the Conference being broken off Russia would have to enforce upon Turkey not her own decision but that of Europe. Europe would then virtually make war against Turkey with Russian arms. The mere friendly neutrality of Europe would not suffice. As it was not Russia who raised the Eastern question, Russia could not afford to risk a rear or flank attack upon the Porte in addition to the sacrifices which a war would entail upon her. Russia must therefore unite her own interest with that of some other Power."

THE GULOS THINKS THE PORTE WILL YIELD.

The Gulos thinks the Sultan can make the concessions demanded by the Powers without fear of the fanaticism of the Turkish people, which is rather produced by the government for its own purposes than spontaneously directed against its policy. The Gulos adds:—"His concession will strengthen the Sultan's position, while stubborn opposition would undoubtedly produce serious conflicts."

THE BRITISH FLEET LEAVES DESIKA BAY.

From Constantinople it is announced that the British fleet has left Besika Bay for the Piræus.

THE FRENCH CHAMBERS ADJOURNED.

A Paris telegram says the extraordinary session of the Chambers closed yesterday. The regular session will open January 9.

THE LONDON STOCK EXCHANGE.

Business on the Stock Exchange during the week has been almost at a standstill in consequence of the holidays and the fortnightly settlement. The alterations in prices are mostly insignificant and restricted to comparatively few securities. Consols have been tolerably firm and close 1/2 higher. Turkish bonds have advanced 1/4 to 4 per cent. Russian, French, Italian, Spanish and Peruvian are fractionally better. Argentine, Bolivian, Uruguayan, Egyptian, Hungarian and Mexican are lower. American securities have been dealt in at improved prices, but Illinois railway bonds have receded nearly 8 per cent. To-day the market was considerably strengthened by Constantinople advices. The discount market has been decidedly firmer during the latter part of the week, but the rate for three months' bills continues about 1 1/2. Loans, from day to day in the open market, have advanced to 2 per cent.

MEXICO.

THE CAPITAL AGAIN QUIET.—DEFLECTION OF THE VANGUARD OF THE ARMY OF IZTAPALAPA.

MEXICO, Dec. 15, 1876. Our capital is again quiet and its population have once more settled down to peaceful pursuits. Most of the troops of General Diaz, which two weeks since thronged the streets of the city, have been sent forward to the interior, and on the 11th General Diaz himself, accompanied by 2,000 men, left the capital to join his forces and lead the campaign in person. IMPORTANT DEFECTS FROM IZTAPALAPA. Last night the following telegram was received at the palace and officially published this morning:—"SEÑOR MINISTER OF WAR.—The Eighth, Eleventh and Thirteenth cavalry, vanguard of the army of Izta del Rio, have placed themselves under my orders."