

The Intelligencer

The Parkersburg Journal much prefers to see Senator H. G. Davis re-elected than to see him succeeded by ex-Senator Hereford. The Journal is not alone in this preference.

The bank clearings up at Pittsburgh for 1881 amounted to \$407,749,007.97, against \$300,018,927.58 in 1880, an excess of \$107,730,079.39. This tells the story more than words as to the business there.

We think that the general experience this season has been that a Christmas and New Year's that come one day after date have not the genuine flavor about them, and make rather stupid holidays.

Dr. Geo. P. Hay's congregation at Denver, Colorado, presented him on Christmas with a horse and buggy and an entire outfit of paraphernalia, worth \$550. The Doctor was formerly President of Washington College.

We are grieved to observe that our supplement on Saturday last did not contribute to the happiness of our four cylinder neighbor on Market street. This is painful but endurable. We are consoled that it at least broke the dead calm of his late solemn and death-like reticence.

Now that he has so far recovered from his comatose condition as to be able to mention the Intelligencer by name, perhaps he will show us in the matter of those bogus Washington specials. Give us now the number of words transmitted daily from the cockpit to the editorial chair led by grapevine.

House Discipline. The Cincinnati Gazette calls attention to the police reports as evidencing the decay of family discipline in cities and towns. Children are allowed license that once was unknown, and the consequences are upon society. They are allowed to lead comparatively irresponsible lives—to read pretty much what they please, and to go where they please, even after night. Hence the increase in juvenile depravity, and in all sorts of social evils, and in family unpiety. Is there a remedy? The Gazette says that:

"The day is passing when the old-fashioned unrestricted intimacy between boys and girls can be considered as safe. The fact is a melancholy evidence of the departure of former simplicity and virtue. There is much in this for parents to ponder. One cause of this melancholy state of things is thus stated by the Gazette:

"It is too painfully obvious that boys and girls are being reared as if they were innocents, fostered by the reading of sensational and immoral stories, and rendered passive by evenings passed from home, exists to a degree that would frighten many a mother and many a father. Parents, others recognize the evil, but seem utterly unable to deal with it. The chief source of trouble is the neglect of the father and mother to enforce the authority which properly belongs to them, and which it is their duty to exercise."

As showing that the absence of proper family discipline leads the Gazette mentions the following instance of waywardness:

"A sad illustration of the neglect to carry out the latter part of this injunction was afforded in our local columns on Saturday—through the victim of a headstrong waywardness in this case a girl. A silly creature, who was not required if she had been ruled as possible without reaching the natural culmination of her folly. She was asked if she wanted off. She replied: 'Well, I thought it was a good chance to escape from home and my father. You see, he never mistreat you in any way?' 'Oh, no, but he would in any way at night—that is, he does not scold me so much, but he complains to mother about my being out so late at night. Now, I do like this at all, as I am sixteen years old, and feel perfectly able to take care of myself.'"

We have referred to this wretched child as the victim of her headstrong ways. But she was not alone in this. Through all ages have been found to stay at home, and compelled to do so. Fifty years ago her disobedience would have brought upon her a sound whipping. Such discipline may, and may not, be the best course to pursue. It has not been shown that it has been found to stay at home, and compelled to do so. Fifty years ago her disobedience would have brought upon her a sound whipping. Such discipline may, and may not, be the best course to pursue. It has not been shown that it has been found to stay at home, and compelled to do so.

Among the remedial influences and agencies to be used to guard against the state of affairs, the Gazette suggests the following:

"It is high time that parents, especially city parents, should become the close observers and vigilant and rigid directors of their children's ways. We have no doubt that our Sunday school instruction has been too long a substitute for the parental training which should always accompany it. The avenues to misconduct have wonderfully multiplied of late. If one pair of eyes were formerly required to guard the ways of young people, a dozen are now needed. There should be a censorship over the books and papers that children read. The directors of the Boston Public Library, impelled by the showing up of the immoral works of an illustrious and intelligent critic, have removed a large number of these books from circulation. The same thing should be done in Cincinnati, and until the expurgation has been completed—and even after—parents would do well to regulate their children's reading."

FAITHFULNESS IN 1881. An increase in Number Over 1880, but Not in Proportion. NEW YORK, January 2.—The total number of business failures for the year 1881 throughout the United States is stated by the Mercantile Agency of R. G. Dun & Co. to be \$582, involving liabilities of slightly over \$1,000,000,000. The failures for the year previous were only 4,735, with liabilities of \$65,000,000. The increase, is, however, regarded by the agency as small in proportion to the enormous growth in the volume of trade, and especially in proportion to the number of persons engaged in business. Compared with 1878, the showing is strongly to the advantage of the year just closed, failures in that year being 10,490 and liabilities \$24,000,000. In the year 1881 only one person in every 140 engaged in business has failed, while in 1880 the proportion was one in every 182, 1879 one in every 105, and in 1878 one in every sixty-four. The figures of the year are, however, interpreted by the agency as contradictory of the impression that the trade of the country is prosperous and in a safe condition. In this city 2,800 buildings have been erected in this city this year, at a cost of \$47,000,000.

THE SLATE MADE UP

THE CHANGES IN THE CABINET

Removed to Take Place—The President Believed to Have Retained With His Mind Made Up. Hunt's Successor, if He is Retired. General Washington's Coup.

WASHINGTON, D. C., January 2.—It is generally believed that President Arthur has returned from New York with his Cabinet slate fully made up, and that on Thursday or Friday he will send in the names of new ministers. Rumor still deals with the old names grown familiar in the past few weeks in connection with the vacant places. If Secretary Hunt's resignation is accepted, Alex. H. Rice, of Massachusetts, will undoubtedly succeed him.

It has been supposed that Indian Commissioner Price would go out with Governor Kirkwood, but that depends somewhat upon the question as to who will be Mr. Kirkwood's successor. Mr. Price says that if Mr. Chaffee is appointed he (Price) will stay in only so long as it will require to write his resignation, but he knows and likes Sargent very much and would be willing to serve with him.

VON SCHLOZER'S RECALL

To be the Negotiator Between Prussia and the Vatican. WASHINGTON, January 2.—Baron Von Schlozer, who has been for nearly a dozen years Minister of Germany here, has been withdrawn to his friends, and sails next Wednesday for home. He has been appointed Minister of Germany to the Vatican, his translation being at the special command of Prince Bismarck. Von Schlozer was formerly Secretary of Legation at Rome, under the celebrated Harry Von Arnim, and he has now returned there because the Chancellor felt it once more possible to establish, not merely diplomatic, but friendly relations with the Pope. Von Schlozer, who is a favorite in Rome, and especially at the Vatican, has been selected as the most capable person to advance this friendly understanding between the Vatican and the German Chancellor. His appointment is a direct evidence of the incipient and troublesome dead-lock long subsisting between Prussia and the Holy See, is broken. Indeed, preliminary steps to a good understanding have already been taken.

During his last summer's vacation Von Schlozer was sent to Rome by Prince Bismarck, not as a minister, but unofficially, to arrange preliminaries for a renewed friendly understanding. He made two important offices during the summer, and the result of this private and at that time secret mission was the appointment by Pope Leo of two Prussian Bishops for the dioceses of Trier and Fulda. The ecclesiastical dignitaries of the Pope were agreeable to the German Chancellor, and their elevation by concert between the Pope and Prince Bismarck may be rightly regarded as evidence that the ecclesiastical dead-lock, which has so long worried the German Chancellor, is broken, and that the politics of the empire has been effectively broken. With the late Pope, Pius Nono, the Prussian government was unable to come to any understanding whatever, but the present Pope, Leo, a broader statesman than his predecessor, has taken different and more liberal views of German policy, and has shown ability to see that a state of things which deprived 15,000,000 of German Catholics of the most important offices of their religion, and which alienated their clergy, was only hurtful to Catholic interests, and that to prolong this situation could produce no good results, and only induced the Pope to seek faithful Catholics, and tended to weaken their numbers; hence his willingness to come to an understanding with the German Chancellor, a readiness which was made manifest by the skill and tact of Von Schlozer in his negotiations with the Papal authorities last summer.

The event thus brought about is, of course, of the greatest importance. It denotes a change in the policy of the Vatican toward the Vatican, and that Von Schlozer, a native of the Vatican, and a German Catholic, and by his co-religionists elsewhere. It relieves the Catholics of Prussia from a weary and profitless struggle, and puts them again in harmony with their Government, at the same time that it assures the equal protection and favor of the Government for their churches and clergy without compromising any article of their faith. A fair trial of the May Laws, so-called, against the Catholics has been made, and it has been found that the authorities of the Vatican that these regulations are not practical, and that these regulations are not practical, and that these regulations are not practical.

COMING TO A POINT. The Trouble Between Congressman Blackburn and Gen. Burbridge. WASHINGTON, January 2.—The Republican to-day prints the following:

There is nothing to substantiate the predictions of a hostile meeting between Major General S. C. Burbridge and Hon. J. M. Blackburn. Neither can afford, even if they had the inclination, in view of their political aspirations, to send or receive a challenge. The uncalculated abuse of General Burbridge by Mr. Blackburn is regarded by the former as possessing vast significance than mere personal ill will. Blackburn is not in the vicinity of the accident, and it is not long until he will be in the vicinity of the accident, and it is not long until he will be in the vicinity of the accident, and it is not long until he will be in the vicinity of the accident.

The language used, coarse and vindictive as it is, is a sample of the stumpy eloquence with which he has regaled the people of the Seventh Congressional District of Kentucky for years, and which is here debased for his seat in the House of Representatives.

General Burbridge was found at his desk in the Inspector's office of the post-office building in Philadelphia, on Saturday. The valiant Kentuckian was occupied with routine work, and looked as if he had not a possible affair of honor on his mind.

"Now, I don't want to say a word about this matter," said General Burbridge. "This is a very delicate affair—very delicate in its present status. It is a word when it can be done properly, the entire matter will be explained."

"Have you received any answer from Blackburn?" "I have not," said General Burbridge. "I don't say anything as to that; yet when the matter comes to a point it will be explained."

"Then the matter is coming to a point?" "Most assuredly to a point, of one kind or another," said General Burbridge. "Are you ready to tell the story of your career in Kentucky?"

"Only this: I never knew Blackburn as a Confederate soldier, but if I had caught him in Kentucky doing what those other men were doing, I should have broken his neck just as I did theirs. But I don't want anything published prematurely."

A PROSPEROUS YEAR

Comparative Statement of the Clearings of 1881 and 1880. BOSTON, January 2.—The first days of the year just closed were one of unexampled prosperity throughout the business and industrial circles of the country. This is reflected sharply in the clearings at the clearing houses in other cities, all but one showing an increase in the year's business of from 70 to 80 per cent.

The most remarkable increase of the year was that of Louisville, with 33 per cent increase, followed by Kansas City with 32.9, Chicago 30.5, Pittsburgh 30.6, New York 28.6, Boston 27.2, Cincinnati 23.7, San Francisco 23, Indianapolis 22.4, Cleveland 21.8, Springfield 17.5, St. Louis 17.1, St. Paul 16.5, Philadelphia 15.3, Lowell 14.9, Milwaukee 13.8, Syracuse 10.5, Providence 8.8, Baltimore 7.6, New Orleans 7.2, and Memphis with a decrease of 6.1 per cent.

The following table shows the amount of exchanges at each city for the year 1881, and for the year 1880, with the ratio of increase or decrease:

Table with columns: CITIES, 1881, 1880, Per cent of increase. Includes cities like New York, Boston, Philadelphia, Chicago, Pittsburgh, St. Louis, St. Paul, Milwaukee, Indianapolis, Cleveland, Memphis, Worcester, Lowell, and others.

Collision Between a Freight Train and Street Car. INDIANAPOLIS, January 2.—A street car at the crossing of Virginia avenue and the Union railway tracks was run into by a freight train of the Wabash railway this morning. Slater Mary, of the Assumption convent of St. Mary's Catholic Academy, lay attempting to get out of the street car, was thrown into the freight train and killed. One other passenger in the car had his foot crushed.

INDIANAPOLIS, January 2.—A street car at the crossing of Virginia avenue and the Union railway tracks was run into by a freight train of the Wabash railway this morning. Slater Mary, of the Assumption convent of St. Mary's Catholic Academy, lay attempting to get out of the street car, was thrown into the freight train and killed. One other passenger in the car had his foot crushed.

INDIANAPOLIS, January 2.—A street car at the crossing of Virginia avenue and the Union railway tracks was run into by a freight train of the Wabash railway this morning. Slater Mary, of the Assumption convent of St. Mary's Catholic Academy, lay attempting to get out of the street car, was thrown into the freight train and killed. One other passenger in the car had his foot crushed.

INDIANAPOLIS, January 2.—A street car at the crossing of Virginia avenue and the Union railway tracks was run into by a freight train of the Wabash railway this morning. Slater Mary, of the Assumption convent of St. Mary's Catholic Academy, lay attempting to get out of the street car, was thrown into the freight train and killed. One other passenger in the car had his foot crushed.

AFTER MANY DAYS.

A MAN'S SINS WILL FIND HIM OUT.

The Story of a Diabolical Crime—Four Villains Arrested for Wrecking a Passenger Train Near Alliance, O.—A Most Remarkable Piece of Detective Work.

CLEVELAND, January 2.—A special to the Leader from Youngstown, O., says: Detective ability of a high order, coupled with nerve possessed by but few men, has been successfully unearthing one of the most dastardly crimes ever committed in this county, two innocent men being buried into eternity through the murderous acts of four great scoundrels as ever went unwhipped of justice.

The particulars of the dastardly deed and the clever work of the detective, as published in an extract of the News this evening, are in substance as follows:

On the night of September 28, 1881, the last line on the Pittsburgh, Fort Wayne & Chicago Railroad left Pittsburgh a little before 10 o'clock. The engine was in charge of Billy Tolan, an brave man as ever held a throttle, and, by reason of his superior ability and coolness in the hour of danger, he had been placed in charge of the run, which was to be made in the night States. The fireman, William Williams, a man who would go down to death sooner than desert his train.

The night was a most miserable one, the darkness being almost thick enough to eat, and added to this was a drizzling rain. The train was rushing along at the rate of fifty miles an hour, when just east of Alliance at 10:30 p. m., the flash from the locomotive struck several freight cars standing on the main track, and the engine was pushed out from the siding with the intention of causing a terrible wreck. There was no time to avert the terrible disaster, and the brave engineer with a firm hold on the throttle, and the train went on, putting more fuel into the iron monster, but went down to a horrible death.

The locomotive struck the cars with terrible force, careened over on one side, and the engine, John Klauer, John Carter, John Libbie, John, Mrs. Mitchell Shutt and Annie A. Shutt, Doctors Welby, Miller and Jones, of Shansville, and Dr. Seiden, of Dover, and Homers, of Rogersville, are doing everything possible for the sufferers.

COMING TO A POINT. The Trouble Between Congressman Blackburn and Gen. Burbridge. WASHINGTON, January 2.—The Republican to-day prints the following:

There is nothing to substantiate the predictions of a hostile meeting between Major General S. C. Burbridge and Hon. J. M. Blackburn. Neither can afford, even if they had the inclination, in view of their political aspirations, to send or receive a challenge. The uncalculated abuse of General Burbridge by Mr. Blackburn is regarded by the former as possessing vast significance than mere personal ill will.

Blackburn is not in the vicinity of the accident, and it is not long until he will be in the vicinity of the accident, and it is not long until he will be in the vicinity of the accident, and it is not long until he will be in the vicinity of the accident.

The language used, coarse and vindictive as it is, is a sample of the stumpy eloquence with which he has regaled the people of the Seventh Congressional District of Kentucky for years, and which is here debased for his seat in the House of Representatives.

General Burbridge was found at his desk in the Inspector's office of the post-office building in Philadelphia, on Saturday. The valiant Kentuckian was occupied with routine work, and looked as if he had not a possible affair of honor on his mind.

"Now, I don't want to say a word about this matter," said General Burbridge. "This is a very delicate affair—very delicate in its present status. It is a word when it can be done properly, the entire matter will be explained."

"Have you received any answer from Blackburn?" "I have not," said General Burbridge. "I don't say anything as to that; yet when the matter comes to a point it will be explained."

"Then the matter is coming to a point?" "Most assuredly to a point, of one kind or another," said General Burbridge. "Are you ready to tell the story of your career in Kentucky?"

"Only this: I never knew Blackburn as a Confederate soldier, but if I had caught him in Kentucky doing what those other men were doing, I should have broken his neck just as I did theirs. But I don't want anything published prematurely."

A PROSPEROUS YEAR. Comparative Statement of the Clearings of 1881 and 1880. BOSTON, January 2.—The first days of the year just closed were one of unexampled prosperity throughout the business and industrial circles of the country.

The most remarkable increase of the year was that of Louisville, with 33 per cent increase, followed by Kansas City with 32.9, Chicago 30.5, Pittsburgh 30.6, New York 28.6, Boston 27.2, Cincinnati 23.7, San Francisco 23, Indianapolis 22.4, Cleveland 21.8, Springfield 17.5, St. Louis 17.1, St. Paul 16.5, Philadelphia 15.3, Lowell 14.9, Milwaukee 13.8, Syracuse 10.5, Providence 8.8, Baltimore 7.6, New Orleans 7.2, and Memphis with a decrease of 6.1 per cent.

The following table shows the amount of exchanges at each city for the year 1881, and for the year 1880, with the ratio of increase or decrease:

Table with columns: CITIES, 1881, 1880, Per cent of increase. Includes cities like New York, Boston, Philadelphia, Chicago, Pittsburgh, St. Louis, St. Paul, Milwaukee, Indianapolis, Cleveland, Memphis, Worcester, Lowell, and others.

Collision Between a Freight Train and Street Car. INDIANAPOLIS, January 2.—A street car at the crossing of Virginia avenue and the Union railway tracks was run into by a freight train of the Wabash railway this morning. Slater Mary, of the Assumption convent of St. Mary's Catholic Academy, lay attempting to get out of the street car, was thrown into the freight train and killed. One other passenger in the car had his foot crushed.

INDIANAPOLIS, January 2.—A street car at the crossing of Virginia avenue and the Union railway tracks was run into by a freight train of the Wabash railway this morning. Slater Mary, of the Assumption convent of St. Mary's Catholic Academy, lay attempting to get out of the street car, was thrown into the freight train and killed. One other passenger in the car had his foot crushed.

INDIANAPOLIS, January 2.—A street car at the crossing of Virginia avenue and the Union railway tracks was run into by a freight train of the Wabash railway this morning. Slater Mary, of the Assumption convent of St. Mary's Catholic Academy, lay attempting to get out of the street car, was thrown into the freight train and killed. One other passenger in the car had his foot crushed.

INDIANAPOLIS, January 2.—A street car at the crossing of Virginia avenue and the Union railway tracks was run into by a freight train of the Wabash railway this morning. Slater Mary, of the Assumption convent of St. Mary's Catholic Academy, lay attempting to get out of the street car, was thrown into the freight train and killed. One other passenger in the car had his foot crushed.

INDIANAPOLIS, January 2.—A street car at the crossing of Virginia avenue and the Union railway tracks was run into by a freight train of the Wabash railway this morning. Slater Mary, of the Assumption convent of St. Mary's Catholic Academy, lay attempting to get out of the street car, was thrown into the freight train and killed. One other passenger in the car had his foot crushed.

FORMAL HANDSHAKING

HAPPY NEW YEAR, MR. PRESIDENT.

The Reception at the White House Yesterday a Brilliant Affair—Inauguration of the Social Season at the Capital—Ladies Who Assisted the President.

WASHINGTON, January 2.—New Year's Day was generally observed, the Executive Mansion as usual being the scene of the greatest interest. The East room and Red, Blue and Green parlors were all thrown open. Linen was stretched upon the carpets of the three parlors, but the rich carpet of the main hall remained exposed to view. Palms and other tropical plants filled the space between the doors and the main hall, and several magnificent floral pieces adorned the East room and the Blue and Green parlors. The full Marine Band was stationed in the corridor between the East room and the anteroom, and played several marches and overtures during the reception.

Mr. Logan, Mrs. Cameron, Mrs. Jones, Mrs. Mason, Mrs. Johnson, the ladies who were to receive with the President and members of the Cabinet and their wives, assembled in the Blue room, where they were soon joined by President Arthur and Secretary Frelinghuysen. The Diplomatic Corps was then received, and the President was presented to the President by the Secretary of State and the Minister then presented his Secretaries and the ladies of the Legation.

Mr. Allan, the Hawaiian Minister, was the last to be received, with his young daughter, were first to be presented. The following countries were represented: Germany, Hayti, Turkey, Japan, Sweden, Norway, France, Mexico, Bolivia, Chile, Spain, Belgium, Great Britain, the United States, Venezuela, Denmark, Brazil and China.

After the Diplomatic Corps had been presented, Chief Justice Waite and the Associate Justices of the Supreme Court were received, but they were not permitted to accompany the President in regard to costume. Several hundred invitations were sent to the members of the other exchanges. Each ticket of invitation was numbered No. 401, which indicated the seat the guest was to occupy. As each guest arrived he accompanied by the President's officials to determine when it would be proper under the circumstances, for society to lay aside its outside signs of mourning and resume its practices and customs. The arrival of the President, making it incumbent upon the President to receive his guests, the time-honored and popular custom to the public to receive visitors, furnished the occasion, which has terminated the era of mourning, and though the sorrow of the New Year is still tempered by a shadow of the national calamity, yet will, it is conceded, be quite gay. The usual round of balls, parties and receptions will follow.

RECORD OF THE LOSSES AT SEA FOR THE PAST YEAR. NEW YORK, January 2.—The Tribune publishes this morning the following statistics of shipping disasters, carefully prepared: The record for 1881 shows that of the marine disasters, 41 were British steamships, 15 were American, 6 French, 6 Danish, 5 German, 3 Dutch, 1 Swedish, 1 Brazilian, 3 Belgian, 4 Spanish, 2 Chilean, Mexican, Chinese, Austrian, Japanese and Norwegian 1 each, of 3 the nationality could not be ascertained. There were 4,033 tons of cargo, 1,262 German tons, 2,874 Danish, 1,482 Chinese, 898 Austrian, 947 Japanese, 697 Norwegian and 1,750 Chilean.

At Cape Lieber they went ashore and climbed the cliff, which is about 2,500 feet high, and from the top of the cliff they saw the Polar Promontory, the Polar Sea, and the Arctic Ocean. It was from this high cliff that Dr. Hayes saw the opening of the Polar Sea, and he found that the ice was not so thick as he had supposed. Dr. Hayes had a large quantity of the best for clothing made, and procured the necessary articles for the sledges and the dogs. The station is in latitude 64° 45' north, and longitude 64° 45' west.

RENEATH THE WAVES. Record of the Losses at Sea for the Past Year. NEW YORK, January 2.—The Tribune publishes this morning the following statistics of shipping disasters, carefully prepared: The record for 1881 shows that of the marine disasters, 41 were British steamships, 15 were American, 6 French, 6 Danish, 5 German, 3 Dutch, 1 Swedish, 1 Brazilian, 3 Belgian, 4 Spanish, 2 Chilean, Mexican, Chinese, Austrian, Japanese and Norwegian 1 each, of 3 the nationality could not be ascertained.

At Cape Lieber they went ashore and climbed the cliff, which is about 2,500 feet high, and from the top of the cliff they saw the Polar Promontory, the Polar Sea, and the Arctic Ocean. It was from this high cliff that Dr. Hayes saw the opening of the Polar Sea, and he found that the ice was not so thick as he had supposed. Dr. Hayes had a large quantity of the best for clothing made, and procured the necessary articles for the sledges and the dogs.

RENEATH THE WAVES. Record of the Losses at Sea for the Past Year. NEW YORK, January 2.—The Tribune publishes this morning the following statistics of shipping disasters, carefully prepared: The record for 1881 shows that of the marine disasters, 41 were British steamships, 15 were American, 6 French, 6 Danish, 5 German, 3 Dutch, 1 Swedish, 1 Brazilian, 3 Belgian, 4 Spanish, 2 Chilean, Mexican, Chinese, Austrian, Japanese and Norwegian 1 each, of 3 the nationality could not be ascertained.

At Cape Lieber they went ashore and climbed the cliff, which is about 2,500 feet high, and from the top of the cliff they saw the Polar Promontory, the Polar Sea, and the Arctic Ocean. It was from this high cliff that Dr. Hayes saw the opening of the Polar Sea, and he found that the ice was not so thick as he had supposed. Dr. Hayes had a large quantity of the best for clothing made, and procured the necessary articles for the sledges and the dogs.

RENEATH THE WAVES. Record of the Losses at Sea for the Past Year. NEW YORK, January 2.—The Tribune publishes this morning the following statistics of shipping disasters, carefully prepared: The record for 1881 shows that of the marine disasters, 41 were British steamships, 15 were American, 6 French, 6 Danish, 5 German, 3 Dutch, 1 Swedish, 1 Brazilian, 3 Belgian, 4 Spanish, 2 Chilean, Mexican, Chinese, Austrian, Japanese and Norwegian 1 each, of 3 the nationality could not be ascertained.

At Cape Lieber they went ashore and climbed the cliff, which is about 2,500 feet high, and from the top of the cliff they saw the Polar Promontory, the Polar Sea, and the Arctic Ocean. It was from this high cliff that Dr. Hayes saw the opening of the Polar Sea, and he found that the ice was not so thick as he had supposed. Dr. Hayes had a large quantity of the best for clothing made, and procured the necessary articles for the sledges and the dogs.

RENEATH THE WAVES. Record of the Losses at Sea for the Past Year. NEW YORK, January 2.—The Tribune publishes this morning the following statistics of shipping disasters, carefully prepared: The record for 1881 shows that of the marine disasters, 41 were British steamships, 15 were American, 6 French, 6 Danish, 5 German, 3 Dutch, 1 Swedish, 1 Brazilian, 3 Belgian, 4 Spanish, 2 Chilean, Mexican, Chinese, Austrian, Japanese and Norwegian 1 each, of 3 the nationality could not be ascertained.

At Cape Lieber they went ashore and climbed the cliff, which is about 2,500 feet high, and from the top of the cliff they saw the Polar Promontory, the Polar Sea, and the Arctic Ocean. It was from this high cliff that Dr. Hayes saw the opening of the Polar Sea, and he found that the ice was not so thick as he had supposed. Dr. Hayes had a large quantity of the best for clothing made, and procured the necessary articles for the sledges and the dogs.

RENEATH THE WAVES. Record of the Losses at Sea for the Past Year. NEW YORK, January 2.—The Tribune publishes this morning the following statistics of shipping disasters, carefully prepared: The record for 1881 shows that of the marine disasters, 41 were British steamships, 15 were American, 6 French, 6 Danish, 5 German, 3 Dutch, 1 Swedish, 1 Brazilian, 3 Belgian, 4 Spanish, 2 Chilean, Mexican, Chinese, Austrian, Japanese and Norwegian 1 each, of 3 the nationality could not be ascertained.

At Cape Lieber they went ashore and climbed the cliff, which is about 2,500 feet high, and from the top of the cliff they saw the Polar Promontory, the Polar Sea, and the Arctic Ocean. It was from this high cliff that Dr. Hayes saw the opening of the Polar Sea, and he found that the ice was not so thick as he had supposed. Dr. Hayes had a large quantity of the best for clothing made, and procured the necessary articles for the sledges and the dogs.

RENEATH THE WAVES. Record of the Losses at Sea for the Past Year. NEW YORK, January 2.—The Tribune publishes this morning the following statistics of shipping disasters, carefully prepared: The record for 1881 shows that of the marine disasters, 41 were British steamships, 15 were American, 6 French, 6 Danish, 5 German, 3 Dutch, 1 Swedish, 1 Brazilian, 3 Belgian, 4 Spanish, 2 Chilean, Mexican, Chinese, Austrian, Japanese and Norwegian 1 each, of 3 the nationality could not be ascertained.

At Cape Lieber they went ashore and climbed the cliff, which is about 2,500 feet high, and from the top of the cliff they saw the Polar Promontory, the Polar Sea, and the Arctic Ocean. It was from this high cliff that Dr. Hayes saw the opening of the Polar Sea, and he found that the ice was not so thick as he had supposed. Dr. Hayes had a large quantity of the best for clothing made, and procured the necessary articles for the sledges and the dogs.

RENEATH THE WAVES. Record of the Losses at Sea for the Past Year. NEW YORK, January 2.—The Tribune publishes this morning the following statistics of shipping disasters, carefully prepared: The record for 1881 shows that of the marine disasters, 41 were British steamships, 15 were American, 6 French, 6 Danish, 5 German, 3 Dutch, 1 Swedish, 1 Brazilian, 3 Belgian, 4 Spanish, 2 Chilean, Mexican, Chinese, Austrian, Japanese and Norwegian 1 each, of 3 the nationality could not be ascertained.

At Cape Lieber they went ashore and climbed the cliff, which is about 2,500 feet high, and from the top of the cliff they saw the Polar Promontory, the Polar Sea, and the Arctic Ocean. It was from this high cliff that Dr. Hayes saw the opening of the Polar Sea, and he found that the ice was not so thick as he had supposed. Dr. Hayes had a large quantity of the best for clothing made, and procured the necessary articles for the sledges and the dogs.

RENEATH THE WAVES. Record of the Losses at Sea for the Past Year. NEW YORK, January 2.—The Tribune publishes this morning the following statistics of shipping disasters, carefully prepared: The record for 1881 shows that of the marine disasters, 41 were British steamships, 15 were American, 6 French, 6 Danish, 5 German, 3 Dutch, 1 Swedish, 1 Brazilian, 3 Belgian, 4 Spanish, 2 Chilean, Mexican, Chinese, Austrian, Japanese and Norwegian 1 each, of 3 the nationality could not be ascertained.

At Cape Lieber they went ashore and climbed the cliff, which is about 2,500 feet high, and from the top of the cliff they saw the Polar Promontory, the Polar Sea, and the Arctic Ocean. It was from this high cliff that Dr. Hayes saw the opening of the Polar Sea, and he found that the ice was not so thick as he had supposed. Dr. Hayes had a large quantity of the best for clothing made, and procured the necessary articles for the sledges and the dogs.

RENEATH THE WAVES. Record of the Losses at Sea for the Past Year. NEW YORK, January 2.—The Tribune publishes this morning the following statistics of shipping disasters, carefully prepared: The record for 1881 shows that of the marine disasters, 41 were British steamships, 15 were American, 6 French, 6 Danish, 5 German, 3 Dutch, 1 Swedish, 1 Brazilian, 3 Belgian, 4 Spanish, 2 Chilean, Mexican, Chinese, Austrian, Japanese and Norwegian 1 each, of 3 the nationality could not be ascertained.

FRESH FOREIGN FACTS

CLEANED FROM CABLE DISPATCHES

A Day's Diary of the Important Events and Happenings in the Countries of the Old World, Flagged With the Gossamer of Courts and Palaces of Royalty.

LONDON, January 2.—Two Mormon missionaries, who attempted to conduct service in one of the suburban London churches yesterday, were grossly maltreated by a mob, and obliged to seek refuge at police headquarters. Elliott, the sculler, has sailed for New York.

It is now thought probably that the great American racers Froquois and Foxhall will try conclusions in the spring over the Newmarket course. It is stated that O'Brien, editor of the United Ireland, will be released from prison in consideration of his ill health, provided he quits the country.

Texas, January 2.—The southern tribes have again revolted, and a column of troops have been dispatched southward, with orders to proceed to the Tripolitan frontier. Bernal Osborne is reported dying. The Pall Mall Gazette and St. James Gazette appear to-day as penny papers. The form unchanged, but the type is improved.

Bishop Milly, of the Diocese of Meath, Ireland, denies that he issued the recent circular attributed to him concerning the refusal to allow in his diocese. Though the substance of the circular is from his writings, it is diversified from the context in a manner calculated to mislead and misrepresent his real views.

LONDON, January 2.—The Times, in a financial article, commenting on the general aspect of the business during the year just ended, notes a quiet but steady improvement. Railway traffic returns show an increase of 3 to 4 per cent. The enormous production of iron in 1880 has been exceeded in 1881. On the Clyde about 100,000 more tons of shipping has been built than in the most active previous years. The probable output of ships this year has been from 800,000 to 1,000,000 tons gross. The prosperity of the iron and steel industry has been up to the end of November in aggregate value of exports of British produce and manufactures by from 3 to 4 per cent.

LONDON, January 2.—Private intelligence has been received at Liverpool that the Government's Coal Coast is about to march inland with a force of native troops. The object of the expedition is the punishment of the natives in Danau for killing two English Custom officers. Hot work is anticipated.

ST. PETERSBURG, January 2.—It is understood that the beginning of the Russian New Year the State Police Department will be withdrawn from the control of the Minister of the Interior and placed under the special direction of General Tchernov. A severe reorganization is looked for.