STANLEY IN NEW YORK.

Troup's Book Reflects on Him—What Stanley says About it.

A London cable says: Troup's book adds little to the interviews already published. Troup credits Stanley with a preconceived idea of the cause of the disaster to the rear guard and with the rejection as untrue of any statement failing to fill that idea. He enlarges upon the difficulties of a young and inexperienced officer like Barttelot in dealing with the wily Tippoo Tib, whom Stanley himself was hardly able to manage, in addition to keeping control over a camp of natives. Troup quotes a letter from Stanley to Barttelot, in which Stanley expressed distrust of Tippoo, but it was reported that the promise to supply porters was only conditional, and that the payment was to be Emin's ivory. He declares it was in obedience to Stanley's orders that the rear column waited at Yambuya in preference to throwing away its stores until Tippoo's arrival, when the column started with all that the porters would carry. He says that after seven and a half months had passed, Barttelot and a section of the expedition were willing to try to advance, but the rest, including himself, dissented, because Stanley had impressed upon them the importance of preserving the stores. He repeats that Barttelot had ample warnings of the danger he incurred in venturing out alone. Lieut. Troup is inclined to acquit Tippo Tib of the charge of treachery, and thinks the latter met with considerable difficulty in collecting porters. The book consists largely of interesting details of the experiences of the rear column and Troup's correspondence with Stanley since the return of the expedition.

A New York despatch says: The steamer Teutonic, with Henry M. Stanley on board, arrived this morning. A party of friends met the explorer at quarantine.

Replying to an address Mr. Stanley said: "Although I have been absent long, I am a citizen of the United States, and I am glad to feel that I am a citizen of this country, but I must go and come whenever and wherever duty calls me." Mr. Stanley was asked to say something about the rear guard trouble. He said: "I object to the stirring of the matter up unless I am forced to do so. The log books of the rear guard were signed day by day by the officer of the day, Barttelot, Barre or Kingston, while in camp, together with the official reports of the officers. This is the whole affair. I am justified by all in my censure of the rear guard, which was the cause of the attack made upon me in the books."

With Mr. Stanley were his wife, her mother, Mrs. Tennant, and Hamilton, the dramatist, who will act as historian of the tour. Mrs. Stanley is a remarkably striking and handsome woman.

In an interview here to-day Henry M. Stanley maintained the truth of his previous statement regarding Major Barttelot and the rear guard of the African expedition. He said that Barttelot prodded with a sharp stick and struck and kicked the native woman whose husband shot and killed him. The woman had awakened Barttelot by drumming, and refused to obey him when he ordered her to stop making the noise. The woman's husband killed Barttelot while the latter was in the act of beating the woman.

Mr. Stanley was asked, "Was there any accusation against Barttelot, as is generally supposed, of immoral conduct with the chief's wife?"

"No," was the quick reply, "I never said any such thing as that, nor intimated it. There was no immoral action of any of the men as far as I know."

"Were the stories about the natives being treated cruelly true?" was asked.

Mr. Stanley answered—The log book of the camp, signed by Barttelot, Jamieson, Bonny and Ward, was simply one long account of remorseless flogging and inhumanity. One man had an ulcer seven inches in diameter, which was full of maggots, caused by a severe beating. Barttelot even kicked his little boy Sonti, from the injuries of which he died. One man took a piece of raw meat because he was nearly crazed with hunger and ate it. For this he was ordered to receive 300 lashes. The doctor told Barttelot if it was not stopped it would kill him. When the man was able he ran away, but was captured and shot by Barttelot's orders. Bonny said to me a few days ago, "I haven't told you half of the horrors that existed in that camp, but it will all come out some time."

The explorer justified at some length the orders he gave to Barttelot about marching, etc. It is said Mr. Stanley, when he returns to England, will bring an action for libel against Major Barttelot's brother in order to sift the matter to the bottom so that the world may judge of the case.

Mr. Stanley was given a private banquet to-night.

The Policemen on the Safety-Valve.

A Newark, N. J., despatch says: Mrs. Parsons and eight Anarchist friends are still in jail, she and four of the men being unable to procure bail. Four other Anarchists were unable to pay their fines. Hugh O. Pentecost called to see Mrs. Parsons yesterday afternoon, but was refused admission to the jail. Pentecost strongly condemns the action of the police. There has been so much of the Anarchistic element displaying itself here recently that the police determined to crush it out. There is a flourishing international Socialistic society here, composed mainly of Russians, Poles and Germans, and meetings are held frequently. The police say they will allow no more public Anarchistic celebrations.

British Tars Deserting.

A Halifax despatch says: There has been an alarming number of desertions from the war ships in port. Forty-three men were pasted at the police headquarters to-day as deserters and a reward of $15 per head offered. Naval pickets patrol the streets and the officers of the ships have called upon the civil authorities for aid in searching out the missing men, but a great many of them are safely over the line.

James Daveo, and George Redpath, extradited from Toronto for robbing Robert Smalley, of Orion, Mich., pleaded guilty and were sentenced to four years each at Jackson. John Ward, an accomplice, gets one year at Ionia.

LONDON AND CHICAGO.

The Two Cities to be Placed Within Six Days of Each Other.

A New York despatch says: Engineer James Johnstone, with two assistants from London, arrived in this city last week and proceeded immediately to Quebec, where they will at once begin a survey of the proposed Quebec, Montmorency & Charlevoix Railway, which is to form one of the most important links in the line of the new transatlantic service between Canada and England.

The charters of parliamentary powers have already been granted to the new company, which will be known as the North Canadian Atlantic Railway and Steamship Syndicate (Limited), its Chairman being the Right Hon. Sir Henry Isaacs, recently Lord Mayor of London. The capital stock with which railways, docks and steamships will be constructed and operated will be £4,000,000. The scheme is to construct a line of railway between Quebec and a point on the extreme east of the Labrador coast, presumably St. Charles Bay, whence steamers of twenty knots can readily accomplish the voyage to Milford Haven in ninety-four hours.

As the distance from St. Charles Bay to Milford Haven is only 1,870 miles, the saving accomplished on the new route by a twenty-knot steamer will be sixty hours. On the English side the Great Western Company will make quick connection to London and Liverpool, and on this side a route to Chicago in forty-seven hours will be afforded by the Grand Trunk and North Canadian Atlantic. This will make the trip from Chicago to Milford Haven five days and twenty-one hours.

GREAT STORM IN BRITAIN.

Houses Unroofed and Vessels Wrecked—A Yacht Disaster.

A London cable says: A heavy storm prevails throughout Great Britain and Ireland, and much damage has been done. The rain is falling incessantly and in many sections the country is flooded. The downpour is accompanied by a high wind, and reports have been received of many houses being unroofed by the wind. The storm is especially severe off shore. Telegrams from various points along the coast state that an enormous sea is running and that a number of coasting vessels have been wrecked. Advices from Belfast state that a report has been received there that a yacht has foundered in Belfast Lough, and that its owner, a nobleman, was drowned. At Liverpool and vicinity the storm is raging with terrific fury, and shows no signs of abatement. The damage in that section is great.

A later despatch from Belfast states that the yacht which was lost there was the Frania, belonging to Viscount Cantelupe, eldest son and heir of Earl Delawarr. The yacht, which attempted to ride out the storm at anchor, dragged ashore and struck on the rocks. Viscount Cantelupe was on board the yacht and was drowned but the crew were saved. Viscount Cantelupe was a nephew of Baron Sackville. He climbed the rigging and cheered the men for a while, but the cold was so bitter that he became benumbed and was swept overboard.

FRENCH AFFAIRS.

Minister Ribot on the Newfoundland Dispute and England in Egypt.

A Paris cable says: In the Chamber of Deputies to-day, during the debate on the foreign estimates, M. Delcasse, of the Right, renewed the attack on the African convention with England. He advocated an alliance with Russia, on the ground that the interests of France were identical with those of Russia.

M. Ribot, Minister of Foreign Affairs, declared France was peacefully inclined and threatened nobody; at the same time she did not conceal the fact that she was placing her armies in a position in which they would be ready for every emergency. With reference to the British occupation of Egypt, he asked if anyone could suggest a practical means of obtaining the immediate evacuation of the country. France, he said, must wait for England to fulfil her promises. Referring to the Newfoundland dispute, he said the matter was the subject of renewed negotiations, which were now proceeding as actively as possible.

A proposal to reject the credit for the Embassy to the Vatican was rejected by a vote of 317 to 205.

KILLED BY A MANIAC.

A Lacolle, Que., Woman Slain by Her Crazy Husband.

A Lacolle, Que., despatch says: A sickening tragedy occurred this afternoon at Clarenceville, a small village three miles distant from this town. A man named Fournival, who has for some time past been known to be insane, was thrown into a frenzy by circumstances which occurred during the early part of the day, and this afternoon he rushed into the house and up to his bedroom where his wife was at work on some sewing. He seized a razor and with a bound reached her side and drew the razor across her throat, inflicting a large wound from which the blood gushed over the floor. After having committed this horrible act he rushed out of the house and has not yet been captured. It is thought that he has committed suicide somewhere in the surrounding woods. The woman has since died of her injuries. No motive except maniacal fury can be imputed for the crime, as it is understood the family lived in perfect harmony.

Sure of the Future.

A young lawyer of this city has given desk room in his office to a pretty typewriter. Recently when the young lawyer was at his lunch, a man put his head in at the office door and looked around.

"What can I do for you, sir?" asked the pretty typewriter.

"Are you the boss?" the man asked.

"No, sir," was the reply, "but I expect to be one of these days."—*Brooklyn Citizen.*

Information has been received that Peru has imposed a prohibitive tax on imported lard. The news created quite a stir on the New York Produce Exchange, as Peru takes $300,000 worth of best quality lard from New York yearly. The Peruvians have passed a new tariff law, to take effect February 1st next, and a tax of 5 cents per pound is imposed on all foreign lard.

A CHINESE COOK'S CRIME.

He Chops a Fellow-Chinaman's Head Nearly off With a Knife.

A Victoria, B. C., despatch says: About 3 o'clock this afternoon a brutal murder was committed in the kitchen of Mr. T. C. Milligan's residence. A friend came to visit the Chinese cook, Lung, and the two were soon heard to be quarrelling by Mrs. Milligan. She tried to enter the kitchen, but the door was locked. Becoming alarmed, she telephoned for the police and in ten minutes an officer arrived. Finding Lung coming around the side of the house from the rear he arrested him. An entrance was then obtained to the kitchen, and several blood stains being noticed on the bed a search revealed the body of a Chinaman beneath the bed. It was still warm and presented a horrible sight. The head was nearly severed from the body, being only held by the windpipe. Several ghastly stabs discovered were on the back of the skull, showing that the murdered man was first struck from behind with a heavy knife, then the neck gashed. The clothes were saturated with blood. Close by was found a carving knife, with which the wounds had been made. Every effort had been made to conceal traces of the crime. The kitchen floor had been washed, and in a box were found the clothes usually worn by Lung, which were also blood-stained. The clothes he had on when arrested were spotless, showing that he had changed his attire before attempting to leave the house. The name of the murdered man has not yet been ascertained. The prisoner is now in custody and an inquest will be held on Monday.

WRECKED BY TRAIN ROBBERS.

Passengers on the Missouri Pacific Have a Narrow Escape.

A Sedalia, Mo., despatch says: Train No. 5, west-bound on the Missouri Pacific Railway, was wrecked by train robbers three miles east of Otterville, near the notorious Robbers' Cut, at 2.40 this morning. The train consisted of seven coaches, including mail, express and baggage cars. The robbers had removed the spikes, bolts and fish plates for a distance of three rail lengths, and placed crow-bars under the rails so that they would spread. When the engine touched the loosened rails it jumped the track, broke loose from the tender and ran 50 feet on the ties and turned over. Fireman Lyons jumped and escaped injury. Engineer Boyd stuck to his post and received severe injuries. The tender turned across the track, throwing part of the mail car 30 feet on the side of the track. There were four postal clerks in the car, and all were slightly hurt. The baggage and the express cars were wrecked. The smoker, which was filled with passengers, was turned upside down, and the car was badly smashed, but none of the occupants were seriously hurt. The two chair cars jumped the track but did not turn over. The Pullman was the only coach on the track. The engineer had stopped the train a short distance from the wreck to make repairs on his engine, and the train was moving at the rate of only about eighteen miles an hour when the engine struck the loosened rails, to which fact is no doubt due the marvellous escape of the passengers and train.

BALFOUR IN IRELAND.

Fight Between Nationalists and Unionists at Omagh.

A Dublin cable says: Mr. Balfour left Gweedore at 6 this morning, and arrived at Letterkenny at 10 a. m. There he had a long interview with the Catholic bishop, and received deputations of prominent citizens asking for railway extensions. Mr. Balfour in a speech declared that the present Government's period of office would be looked back upon as an era of efficient public works in the poor districts of Ireland. On arriving at Omagh he received an address from the inhabitants. Here a number of Nationalists cheered for Gladstone and O'Brien, and were attacked by the Unionists present. A scrimmage ensued, the Unionists, who were in greater numbers, finally suppressing the Nationalists. When the row was over Mr. Balfour thanked the people heartily for their reception. From Omagh Mr. Balfour went to Portadown, where he met with an ovation. In a speech to the people he promised at some time in the future to speak to them on politics. In the meantime he thanked them from the bottom of his heart, knowing that no matter what party had misjudged his work the people of Portadown had not.

BURNED WHILE ASLEEP.

Fatal Hotel Fire in a Kentucky City—Many Guests Suffocated.

An Owensboro', Ky., despatch says Owensboro' was visited last night by the most disastrous fire in her history, which destroyed property to the amount of $250,000. At least five persons were burned to death, while others were seriously injured in jumping from the burning buildings. The fire originated in a pantry in the basement of the Bredd House, which was filled with sleeping guests, who were awakened and ran out into the street, while many crazed with fear jumped from the windows. Wm. H. Hohen jumped from a third-story window, fell on his back and was fatally injured. Five guests of the hotel are missing and it is believed they have been burned to death while sleeping. A high wind was blowing at the time and when the hotel was swept away the flames reached the Bank of Commerce building next door and that was soon in ashes. The building on the corner occupied by the Owensboro' *Messenger*, with its costly outfit, was also destroyed. The fire then spread around the corner and burned several buildings.

The marriage between the widowed Duchess of Manchester and the Marquis of Hartington is officialy announced as destined to take place early next spring. By her remarriage the Duchess forfeits all property left to her by the late Duke. The bequests to her in his will were strictly conditional upon her remaining a widow. By this will her Grace is forced to dispose of one of the most precious of family jewels, the famous necklace composed of 365 magnificent pearls, said to be the finest in Europe, and which is to be sold for the benefit of the entailed estates.

A short sentence—Lend me a dollar.

MR. GLADSTONE'S ORATORY.

An Admirer Describes It as It Once Affected Himself.

Mr. Gladstone wants to know something about the speech on technical education which he made somewhere between 1874 and 1876. The dating is a little vague, but no one, writes a well known correspondent to the London *Evening Star*, is likely to have forgotten the speech among the survivors of those who heard it. There was a very picked and packed audience of Liberals and Tories in the lecture room of the Greenwich Institute; the Bishop of Rochester was on the platform; and there, in the centre of an embarrassed mob of local nobodies, shone the weird pallor of that unforgettable face—the sallow face—of the orator. If you see Mr. Gladstone in fighting trim on a big stage like those which used to be put up on Blackheath, you will find that all the faces around him seemed to be blurred out; and that fierce head, with the deep, dark lines stretching from the tremulous nostrils to the points of the massive jaw, draws your eye as if a spot of light flashed from a dim cloud.

In the fighting times the great speaker's eye is restless in the extreme; the gleaming of it is like flashes of black lightning, but on that evening when he talked about workmen and work he seemed to have got a new face and a new expression. The tremendous power of the man was lulled to inaction; he looked like some sweet old priest who had long forgot the war of the world; ambition, anger, restlessness were all gone, and his serene and splendid quietness made one think of the calm of some immortal sunset. The black eyes that usually remind you of an eager horseman going straight at a desperate obstacle were gentle and steady. Then the old man rose and began to speak. I actually thought to myself: "Why, he's got a new voice for the occasion." Softly the silver tones floated over the mute audience; the quaint, old-fashioned courtesies were distributed, and then the matchless talker wound into his subject.

You soon forget that delicious suspicion of a provincial accent; you only hear the soft resonance of the voice, varied by those curious lapses of rich huskiness. It was hard to know where the great orator was going at first, for he flung out so many threads of argument; but he new whither he was tending—If he did not, gradually he gathered every skein of his reasoning into one compact line, and he closed his speech, leaving every one of the bewitched audience convinced that there was nothing more to be said on the matter. Mr. Gladstone pleaded for the ordinary workman; he thought that the most obscure of artisans should have his sense of beauty and proportion so trained that English work might be beautiful as well as strong and sound. Then he suddenly produced a very large photograph of an exquisite rood screen, and he used this with consumate skill. He had been speaking about the companies of workmen of the middle age, and he made his great point by saying: "Now, I want you to observe that this perfect work of art was not produced in any great centre of population, nor do we owe it to any renowned master; it was done by a man who fitted up a little church in a village near Hereford, and this man who carved the masterpiece which I exhibit was probably unknown beyond the bounds of his own immediate district."

Mr. Gladstone had proved his point; he had impressed on us all the fact that technical education in the 13th century was most thorough, and he asked our modern workers to aim at reviving the ancient culture of the manual laborer. The audience woke from the spell; there was the usual crash of cheering, and the gentle, sweet-toned old priest departed. Personally I do not think that anyone has bettered that utterance on technical education very much. You will not kill me if I say that I wish our orator had kept to the same subject ever since.

ALL HANDS LOST.

The Barque Falka Supposed to Have Gone to the Bottom.

It is reported from Summerside, P. E. I., that a pilot picked up at Fish Island several envelopes bearing Swedish postmarks and addressed to parties on the barque Falka, Capt. F. Panden. Numerous letters similarly addressed, a gold-headed cane, a box containing a small amount of money, and considerable other wreckage have also been picked up along the New London shore. It is rumored that during one of the late severe storms parties in the neighborhood of Tignish saw a large barque in distress off shore at that place. While they were watching her a thick rain squall hid her from view, and when it cleared away the vessel had disappeared and was not seen again. Everything points to the loss of a large foreign barque with all hands on board. Where she was from, whither bound and who were on board are yet matters for conjecture only.

Tricycle Coaches.

The coming introduction of tricycle coaches on the streets of Detroit has met with the hearty approval of a long-suffering public, whose hopes are now raised that the new conveyances will be some relief from the present slow-going street cars. The promoters of the new enterprise have been running a sample of the new coaches for several weeks with a view to testing its adaptation to their requirements. The coaches which are to be used here, however, will be twice the size of that carrying sixteen passengers while that carries but eight.—*Detroit Free Press.*

Amuses Them Both.

Atchison *Globe*: The fun a man has watching a woman sharpen a lead-pencil, a woman has watching a man thread a needle.

John Oliver, of Blenheim township, was stricken with paralysis yesterday while visiting a friend in Waterloo township. He was conveyed home immediately. He lost the power of speech. Perhaps no individual was better known or more highly respected in the county of Oxford than he for 40 years.

An accident occurred near Rigaud, on the Montreal & Ottawa Railway. John Boucher was engaged in handling a quantity of dynamite when it exploded. One arm was blown off and his face much disfigured, his eyes being burnt out. His body was also shockingly bruised, and his recovery is doubtful.

ADVICE TO YOUNG MEN.

Two Good Rules Which, if Followed Will Bring Fortune.

1. Save a part of your weekly earnings, even if it be no more than a quarter dollar, and put your savings monthly in a savings bank.

2. Buy nothing till you can pay for it, and buy nothing that you do not need.

A young man who has grit enough to follow these rules will have taken the first step upward to success in business. He may be compelled to wear a coat a year longer, even if it be unfashionable; he may have to live in a smaller house than some of his young acquaintances; his wife may not sparkle with diamonds nor be resplendent in silk or satin, just yet; his children may not be dressed as dolls or popinjays; his table may be plain but wholesome, and the whiz of the beer or champagne cork may never be heard in his dwelling; he may have to get along without the earliest fruits or vegetables; he may have to abjure the club-room, the theatre and the gambling hell, and to reverence the Sabbath day and read and follow the precepts of the Bible instead; but he will be the better off in every way for this self-discipline. Yes, he may do all these without detriment to his manhood or health or character. True, empty-headed folks may sneer at him and affect to pity him, but he will find that he has grown strong-hearted and brave enough to stand the laugh of the foolish. He has become an independent man. He never owes anybody, and so he is no man's slave. He has become master of himself, and a master of himself will become a leader among men and prosperity will crown his every enterprise.

Young man! life's discipline and fe's success come from hard work and arly self denial, and hard-earned success is all the sweeter at the time when old years climb upon your shoulder and you need propping up.—*Typographic Advertiser.*

The Great Tunnels.

Cæsar found Alexandria honeycombed with subterranean tunnels supplying water from the Nile to the houses of the city.

The St. Gothard tunnel through the Alps was begun in the fall of 1872. Its length is nine and a quarter miles and its cost some $10,000,000.

The Hudson River tunnel is progressing satisfactorily. The daily progress is 3.4 feet. The distance already reached is 2,360 feet, the total distance to be covered being 5,060 feet.

The new aqueduct from the Croton dam to New York city, a distance of 29.63 miles, or including the pipe lines to the Central Park reservoir, of thirty-three miles, is the largest piece of tunneling yet done.

Of subaqueous tunnels the most famous is that under the Thames at London, begun in 1807 and finally completed for foot passengers in 1843; total length, 1,200 feet; cost, $6,000 a lineal yard, or total of $2,500,000.

The cast-iron tunnel under the St. Clair River, connecting Canada with the United States, has recently been completed. The total length is 6,050 feet, of which 2,300 feet is under the river bed. The outside diamater is 21 feet.

The Hoosac tunnel project was originally considered as far back as 1825. It was not until the Shanley Brothers, of Montreal, in 1868, took the contract that construction was rapidly pushed. They completed their work in December, 1874.

The Mont Cenis tunnel was a tremendous engineering work, in which air pumps were worked by hydraulic power, although the work was begun by hand labor in 1857. It was finished in 1871, the total cost having been $15,000,000.

The Roman tunnels served as aqueducts, the one to tap Lake Albanno, begun 389 B.C., being 6,000 feet long. On the acqueduct to connect Lake Fucinus with the River Liris, 30,000 men were employed for ten years, the work being finished A. D. 52.

Telpherage at Edinburgh.

The most recent improvements in telpherage are shown in the telpher line put up at the Edinburgh Exhibition by the Electrical Engineering Corporation, which is arranged so as to carry passengers as well as to demonstrate the advantages of the system for transport of goods. The system provides for the transport of a wide range of material, from minerals and heavy freight to light packages, and an overhead line is employed, with carrier suited for the employment of electricity in the transmission of the power required. The Edinburgh line consists of over a quarter of a mile of track, the flexible portions being constructed in spans of 50 feet, and the rigid ends in spans of 15 feet. The ropes on which the locomotives and cars travel are of steel, and 1⅛ inches in diameter. These are tightened, so that with a full load on the line there is a sag of about 2 feet 4½ inches on the spans covered by the train. The working of the line is said to have given great fatisfaction.

Open to Doubt.

Boston *Courier*: Doctor—I have the pleasure of informing you, Mr. Captious, that you are the father of twins.

Mr. C.—Excuse me, doctor, but as there have been so many discrepancies in the census lately, I'll have to ask you to oblige me with a recount.

Union Beer.

Rochester *Herald*: Larkin—In a labor parade the other day a banner was displayed which said: "Drink only union beer." Gazzam—Yes; they want it strong. Larkin—Is it stronger than the other kind? Gazzam—Oh, yes in union is strength, you know.

Why It Pays to be a Lawyer.

We have had so far 22 presidents of the United States, and all but four of them have been lawyers.

The British protectorate over Zanzibar has been formally proclaimed.

The duel between Maurice Bernhardt son of Sara Bernhardt, and M. Bourney, the Parisian dramatic critic, who was challenged by the former in consequence of his comments upon Mme. Bernhardt's performance in her new play, "Cleopatra,' was fought to-day and resulted in Bourney being slightly wounded in the arm.