

COUNTRY RESIDENCE.

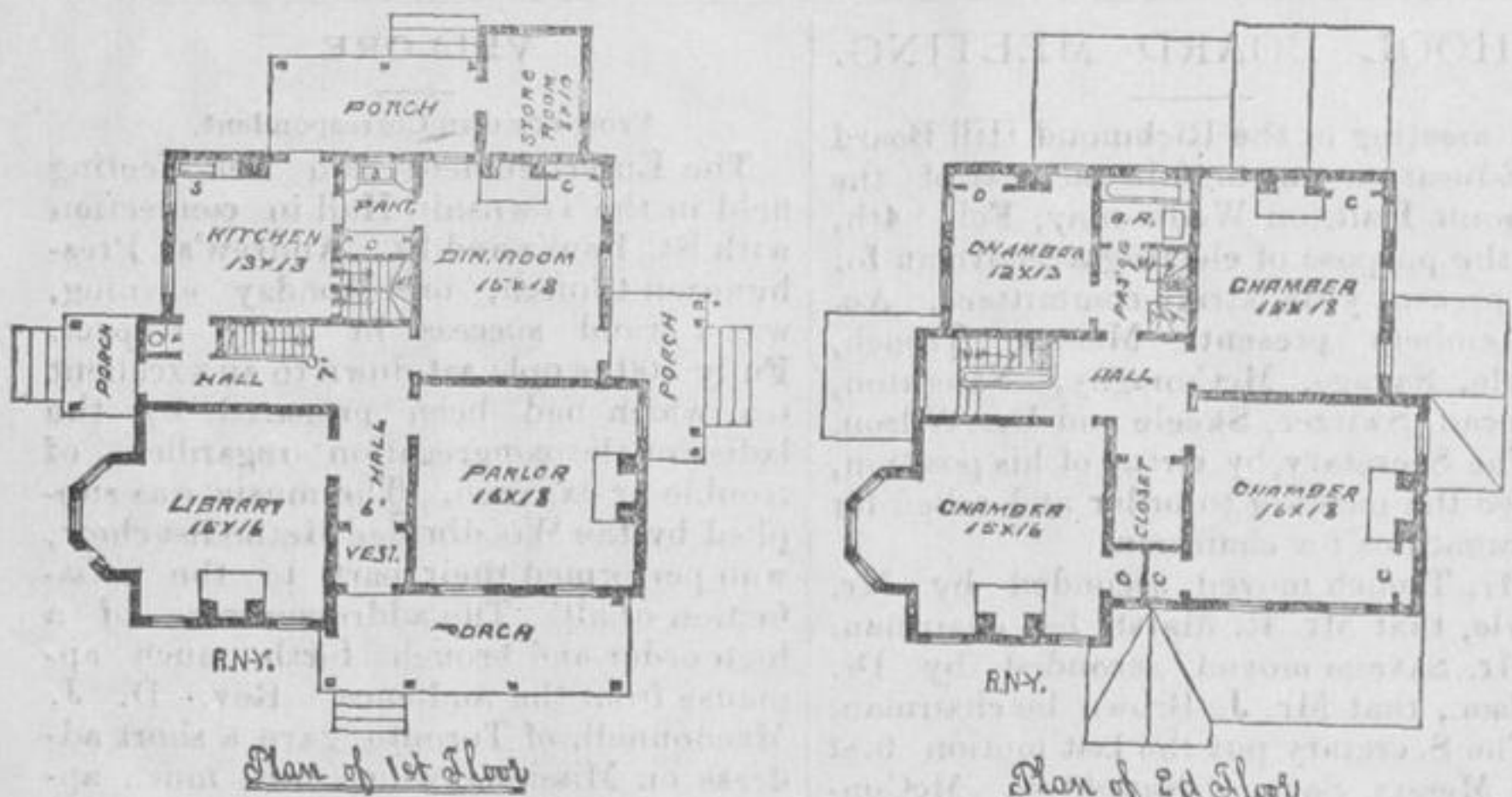


FIG. 1.

FIG. 2.

**A Handsome Residence.**

We have pleasure in presenting to our readers the accompanying plans of a neat and substantial country residence. They may be very suggestive to those intending to build this year. We are not in a position to give an estimate of the cost, but that would depend very much on the quality of the material used and the locality. Any practical builder can do that at home.

These plans first appeared in our excellent contemporary, the *Rural New Yorker*, from which we take the following brief description:—

The cellar and basement are seven feet high; the first story ten feet, and the second story nine feet six inches. It has a roomy and well finished attic. This house is built of brick as high as the second floor; above that it is finished in shingles cut to ornamental patterns; but its structure can be varied—it can be all brick or all frame as may please the owner.

The first floor plan is given at Fig. 1; and that of the second floor at Fig. 2. In both the lettering and figures sufficiently explain the arrangement.

**RIOTING AT A REVIVAL.**

**A Whole Congregation Becomes Crazy.**

A religious revival, which has been in progress for several days at a place called Wells Bottom, Ohio, culminated in a riot, during which three persons are reported to have been killed and several severely injured. Friday the pastor wrought the congregation up to a pitch of intense excitement by proclaiming that a noted infidel named Dongel had seen Jesus Christ and had been converted. Mrs. Mills, an excitable woman, leaped on a bench and uttered a loud shriek. Great excitement followed. The organ struck up a tune and Pastor Dodge yelled to the people to shout as loud as they could, so that the Lord could hear the news of the triumph over the evil one. The command was literally obeyed, and the people became crazed by excitement. The interior of the church was wrecked, the pulpit and bible torn to pieces, and Dr. Dodge hurled through a window. Dongel was lifted up by the women and carried down the aisle. The excitement continued until daylight, at which time everything portable was smashed to pieces. On Saturday Dongel became a raving maniac and carried all his money to the preacher at the Saturday night meeting. Dongel addressed Dr. Dodge as Judas Iscariot and ordered him to leave the pulpit, striking him a murderous blow with a club, fracturing his skull. He then attacked the people with the same weapon, clubbing several of them terribly. One woman was fatally injured. The fight then became general and several persons were frightfully beaten. The pastor, it is said, is insane. Full particulars of the occurrence have not yet been received.

**Cost of the Woolwich Infant.**

Those who have seen an eighty-ton gun, known also by its alias of Woolwich Infant, will perhaps be interested to learn the exact cost of one of these monster artillery. The following figures, I may state, are official, and the calculations have been made to exactly that, as will be seen, even farthings are brought to account. An eighty-ton gun, then—or rather, to be particular, the eighty-ton gun—ordered to be made at Woolwich by an authority, dated 26th April, 1878, cost precisely £9026, 13s. 11½d. Of this sum £6576, 16s. 2½d. represents the cost of the material used, £1597, 9s. 8½d. the labor expended on it, and £852, 8s. what is described as "indirect expenditure." The figures will, I think, be a surprise to most people. No wonder war has become in modern days an affair of pockets as well as prowess.

**A Communistic Fallacy.**

The world owes no man a living, but it gives him a chance if he wants to pitch in and make one.

The doctrine that the world owes mankind a living is as dangerous and as much at variance with the true economy of life as communism itself. In fact it is the staff from which flatters the red flag of the commune. Their principal rallying cry is:

"The world owes us a living, and we are going to have it."

There is a living in the world for every man, but he must make it. Those who are smart enough to make and save more than is necessary to meet their daily wants are under no obligations to give the surplus to those who are too lazy, shiftless, or dissipated to make their own living.

**THE ART OF WAR.**

Taught on the Battle Field—The Contest in the Soudan—England's Foes not to be Despised.

France and England, and every civilized nation will soon learn, and the fact is being somewhat forcibly, if not rudely, thrust upon them both in Tonquin and the Soudan, that war is the best teacher of its own art, and that the brave barbarians who to-day meet them courageously with only spears and bull-hide shields will face them with Remington rifles and Krupp cannon to-morrow. To the thoughtful student of the Egyptian embroilment, England's peril lies in the fact that the Arabs are courageous, numerous beyond knowledge, acclimated and fast acquiring the arms and art of civilized war. Grant to one hundred thousand of the followers of the Mahdi scientific leadership, modern weapons and entrenched within their natural fastnesses, with a climate deadly as is theirs to western life as their great natural ally, and England with all Europe joined

COULD NEVER SUBDUCE THEM.

The great question that looms up above all others at the present moment and makes anxious the hearts of those who love England and English lives is, not whether she can send ten or twenty or fifty thousand troops to Wolesey's aid, but whether the Mahdi can obtain the arms and the leadership to make his followers efficient against English troops on the field of battle. If he can then England will be beaten not only out of the Soudan but out of Egypt also, albeit Italy should send a hundred thousand troops to England's aid. For these desert Arabs are of the bravest, as were all their ancestors, from time immemorial before them;

**BOON FOR WAR.**

Toughened by the habit of endurance for extreme fatigue and inspired for fiercest battle by a faith that teaches them that he who dies in bloody strife is sure of Heaven! England and Europe have tried the mettle of these Eastern men before, and all the chivalry of the western world, aflame with holy zeal, could scarce make headway against the Islam hordes that swarmed up darkly against them. The most portentous news that the lightning has flashed from their far off desert world to western readers in the last week of dreadful tidings is not that Stewart is wounded or Earle is dead or Khartoum has fallen, but rather that the Mahdi has siege guns and Krupp cannon in his possession, with trained gunners to manage them, and that the British troops are surprised to find themselves charging up into

**THE BLAZE OF REMINGTON RIFLES.**

But whether that day has come as yet or not it surely will come soon that the West, if it persists in war, will have to meet the East on equal terms, both armed with like weapons and marshalled with equal skill, and when that day dawns the West is beaten. He who thinks that England and France can hold their Eastern possessions, much less extend them, by force of arms for even the next twenty years is blinder than a bat. By justice and mercy, the peaceful and potent influences of friendly commerce and a wise withholding of herself from further perilous enterprises can England, especially, keep permanent control of her vast outlying empire. In the meanwhile the peril presses. This Egyptian business looks, to the thoughtful, to be only the beginning of many and most serious embroilments and they would that England was safely and forever out of it.

**WRECK OF A NEW SHIP.**

Nearly Foundering in a Big Storm with all on Board—Two Men Swept Into the Sea—Cabin and Engine-Room Deluged by Waves.

Battered and sea-worn the British *Gladiolus* arrived in New York recently. It started from Newcastle, England, twenty-seven days ago, with a light cargo. A succession of heavy gales struck the ship on the 27th, 28th, and 29th of January, and broke every boat but one. On Thursday, the 19th, signals of distress were seen, and Chief Mate Lash went off in the only seaworthy boat, and took off the crew of the *Benwell Tower* from their sinking steamer. First Mate Robert Thompson had a broken leg, and Seaman Crawley a crushed hand and arm. They were all taken on board the *Gladiolus*, and the leg was set and arm fixed by the second engineer of the *Gladiolus*. The feeble, wrecked men were looked after with the greatest tenderness.

Charles H. Napier, second engineer of the *Benwell Tower*, kept a record of the events of their unlucky voyage. He says:—

"It was the *Benwell Tower's* first voyage. She was built at Sunderland, and went to Baltimore in ballast. A general cargo of grain and cotton was taken on board, and on Tuesday, Jan. 13, we started, thirty men in all. The ship went aground at the pier in Baltimore. We stayed for a few days, and on Saturday, the 17th, got away again. The cargo was found to be on fire at midnight, and when it was put out we went back to Baltimore for the second time, shifted the cargo and took in some more coal, and on the 20th we sailed again.

"All went well till Tuesday Jan. 27, when the wind increased to a fresh breeze and soon a hurricane swept the deck from stem to stern. At 6 P. M. the stoke hole was battened down, but the seas didn't mind that, and went down in the engine-room and bunkers and washed the coals around. At midnight the topmast was carried away. In an hour more the boats were smashed, and the midship steering gear broke early on Wednesday morning. Two stowaways turned up, and made thirty-two in all of us. The ship lay helpless. All hands were clearing away the wreckage, when another big sea carried away the remnants of the starboard lifeboats against the chart room and wheel house, and washed them away, and smashed the ventilators and skylights.

"A little after 5 o'clock, when everybody was struggling to get things clear, the wind freshened worse than ever. Second Officer James Pender was working away with the sailors getting rid of the wreckage. So was First Mate Robert Thompson. The second mate saw a bigger wave than any coming, and he yelled: "Look out! See it coming!"

"Before any of them could look out the wave came. It knocked off the bulwarks, and pinned the first mate to the deck under the timbers with a broken leg, and Seaman Crawley, with a smashed hand and arm. Then it swept away everything, and took Second Mate Pender and Seaman Olav Oscar Johnson, a Swede, overboard. They didn't say a word. Nobody saw them again. The big wave struck over the deck, and when it had passed they were gone, and there were three feet of water in the engine-room, and the wet coal was floating around in the bunkers.

"Capt. Tiddy was on deck for forty-eight hours, and it was a miracle he wasn't washed overboard. There was no mate left, and he had to do everything. We expected every moment that the Captain would be taken away too. In the forenoon on Wednesday, the after steering gear was coupled, but it was knocked to pieces. The cast iron standards that are bolted through the deck and strengthened by wrought iron stays snapped off close to the decks. The same sea carried away two after derricks and the port bulwarks, and then there was nothing on the deck, and the waves had full sweep over the 225 feet of the boat's length. She was gradually settling to port and was unmanageable.

No one was able to get along the deck for twenty hours. Tons and tons of water poured down into the engine room. The water was gradually gaining. Every sea made it worse, and we expected to sink soon. Not a boat was left. There was nothing but match wood. The ten firemen and four engineers worked to keep the fire going so that the pumps would work.

"Slowly we settled to port, and when darkness began to close in on us, that night every one expected to die. All night we worked hard and there was no sleep. The wind lulled a little and we managed to keep the boat from sinking. At daylight there were no chart-house, no wheel house, no boats, no bulwarks, no nothing. Coffee was made, and for the first time in forty hours the men had a bite to eat. Then at 8½ A. M. we sighted the *Gladiolus*.

"Very luckily, she saw our signals of distress, and bore down. She was in ballast and not damaged so much as we were. The waves were high, and they had only one seaworthy boat, and it was not very tight, and it was dangerous to attempt to rescue us.

"Volunteers were called for, and Chief Mate Lash and Second Engineer Erickson were in the brave crew that came to aid us. It took three trips to get us off. In the second the gunwale of the boat was stove. The first mate was let down in a sling. Capt. Sinclair and Chief Engineer John Ireland were in the last boat. We lost our clothes except the few we had on, and everything. All the officers and crew of the *Gladiolus* treated us with great kindness, and I'd like to express my gratitude to them."

"A good man never dies," says a philosopher. If that is the case we shan't waste any more money on physicians.

**THE BRITISH ARMY.**

Its Strength and Stations—Disposition of 182,000 Men.

At a time when so many drafts are about to be made on the British army, the *London Times* furnishes the following interesting details, showing in what portions of the globe British troops are now stationed, with their approximate force in garrison and on active service, which have just been prepared from official sources. The last returns showed, it is understood, an effective strength of about 182,000 of all arms—viz., thirty-one regiments of cavalry, twenty-four batteries of royal horse artillery, seventy-six batteries of field artillery, ninety-six batteries of garrison artillery, seventy-two regiments of infantry (or 148 battalions), two divisions, one troop, and forty companies of engineers, besides commissariat and transports, medical staff corps, etc. Dealing first with the home commands, it appears that the northern command, the largest in the kingdom, which includes nearly 75,000 volunteers, besides yeomanry and militia, has two regiments of regular cavalry, two divisions of the coast brigade, and six batteries of field artillery, besides depots, and five battalions of infantry. The eastern command (Maj.-Gen. White, C. B.), with headquarters at Colchester, has one cavalry regiment and two depots of that arm, three batteries and a depot of artillery, a section of the commissariat and transport corps, and three infantry battalions. The western command (Maj.-Gen. Sayer, C. B.), has in proportion to others a large force of artillery—two batteries of horse, three of field, and seven of garrison—besides a division of the coast brigade and depots, a company of the commissariat and transport corps, and four battalions of infantry. The southern command has altogether one division and twelve batteries of artillery, two companies and a section of engineers, a section of commissariat and transport corps, and six battalions of infantry. The force of the Chatham district consists of eleven companies of engineers, a division and five batteries of artillery, one company of the commissariat and transport corps, and two battalions of infantry. In the south-eastern command there are two regiments of cavalry and nine depots (Canterbury), one division and seven batteries of artillery, a company each of engineers and of the commissariat and transport corps, and four battalions of the line. The home-district command has three regiments of household cavalry and one of cavalry of the line, a battery of royal horse, and a division of coast brigade artillery, one company each of engineers and of the commissariat and transport corps, and six battalions of the guards. At Woolwich the force is made up of a large body of artillery, two batteries of horse, besides depots and the riding establishment, and seven batteries of field and garrison. The Aldershot command, which comprises those of England and Wales, has three regiments of cavalry, eight batteries of artillery, a division, troop, and depot of royal engineers, three companies and two depots of the commissariat and transport corps, and seven line battalions.

Taken altogether, there are thus in the nine military districts of England and Wales twelve regiments of cavalry, sixty-five batteries and seven divisions of artillery, a division, troop, and fourteen companies of engineers, about a dozen companies of the commissariat and transport corps, and thirty-eight battalions of infantry, or about sixty thousand of all ranks.

The average strength of the army in Scotland was last year only a little over three thousand, and there is reason to believe that Maj.-Gen. Macdonald's North British command does not now even come up to that number, the force being represented by one cavalry regiment, one battery, and a division of artillery, and two infantry battalions.

In the three military districts of Ireland, commanded respectively by Maj.-Gen. Knight, Maj.-Gen. Lord Clarina, and Maj.-Gen. Young, the force shows a decrease in strength compared with last year, when the average was about twenty-four thousand. The force now distributed over the island comprises six regiments of cavalry, thirteen batteries and two divisions of artillery, two companies of engineers, four of commissariat and transport corps, and twenty-six infantry battalions, or four battalions less than last year.

The Channel Islands possess three batteries of artillery and two battalions of infantry, about two thousand officers and men. India absorbs a very large portion of the British army, nearly sixty-nine thousand of all arms—viz., Bengal, seven regiments of cavalry, forty-two batteries of artillery, a company of engineers, and thirty-one battalions of infantry; Madras, two cavalry corps, sixteen batteries of artillery, a company of engineers, and nine battalions of infantry; Bombay, one cavalry corps, nineteen batteries of artillery, a company of engineers, and nine battalions of infantry; total, cavalry, ten corps; artillery, seventy-seven batteries; engineers, three companies; infantry, forty-nine battalions.

In the West Indies England has a couple of batteries of garrison artillery, and, besides a line battalion, some colonial corps. Canada has three batteries, a company and section of engineers, and a line battalion; and Bermuda two batteries, five engineer companies, and a battalion of infantry.

Malta has seven batteries of British artillery, two companies of engineers, four line battalions, and the fencible artillery; and Gibraltar, seven batteries, four engineer companies, and four line battalions; while Cyprus is garrisoned by the headquarters of the 1st West Kent and a company of engineers.

Irrespective of the force of irregulars organized in England for special service

in Bechuanaland there are at the Cape and Natal two cavalry corps, (the 6th dragoons and 13th hussars), four batteries of artillery two companies and a section of engineers, nearly five battalions of infantry, and some detachments of the commissariat and transport corps. At St. Helena there are a battery of artillery and some engineers' infantry.

The West Africa settlements and the Gold Coast colony are garrisoned by colonial corps, but in the Mauritius there are a battery of artillery, some engineers, and three companies of line regiment. Ceylon takes two batteries of artillery, a detachment of engineers, and a battalion of infantry; and Hong Kong and the Straits settlements three batteries of artillery, a detachment of engineers, and two line battalions.

**Wonders of the Cable.**

It seems almost incredible that a man on a vessel in the middle of the Atlantic should be able to converse with another in London or New York. Yet such is the fact, and it is but another of the wonders of electricity that have been startling civilization for the past half century. We read of the cable steamer *Faraday* going out in the trackless wastes and picking up the cable at any given point, and talking to both continents at once. When submarine navigation on the Jules Verne plan is perfected, it will probably be the regular thing to tap the cable as the vessels go along, and receive election returns and Wall Street quotations in the cabin. A man might, for instance, send a message like this to his wife: Latitude 46 degrees 7 minutes, longitude 32 degrees 18 minutes west. How is the baby? A storm is raging above, but "one wants but little here below." Then for an absconding bank cashier or president, what a great thing it would be to be able to go down and pick the warrant for his arrest off the cable as it slipped along! There would be many things in favor of these iron fishes besides the cable facilities, and they would no doubt be deservedly popular. For instance, there need be no seasickness, for when a storm came up they could, like Captain Corcoran, generally go below and wait till the clouds rolled by. But when the shaft broke or the piston rod exploded, there would be no need for floating around loose waiting for another steamer, at the mercy of the wind and tide. The vessel could just drop down to the bottom and the passengers put on rubber suits and walk ashore.

Talking of the cables recalls the mishaps that attended the laying of the first Atlantic cables. One of them was made in two sections. A vessel started from Ireland with the other, both intending to meet in the middle of the ocean and splice the main brace. After "paying out" for many days, they at last met at the appointed place and proceeded to solder the cables together. To their astonishment they found that the cables were spun or twisted in different ways, one from right to left, and the other from left to right. They tied a lot of weights to the cable when it had been spliced and let it drop to the bottom, waiting around a day or so to see if it was all right. When they took it up it was found that it had begun to unwind, turning over and over like a porpoise at sea. Next they tried to anchor it, but the unwinding process still proceeded, and it got all twisted and tangled around the anchor. Nothing was to be done but to take up one end and anchor the other till a new section could be completed. The American end was accordingly taken up and brought to New York. A long while afterwards a clerk was sitting in the cable office at Valentia, Ireland, using the new cables which had since been put down, when suddenly this old strip of wire on the bottom of the Atlantic began to talk. A cable vessel had gone out and picked it up and it was chattering away at a great rate to the astonished clerk. It was joined to another piece and afterwards worked well for many years. — [New York Graphic.

**A Great Women's College.**

Thomas Halloway is a very rich Englishman who is now building the largest women's college on the globe. It is being erected as an offering of respect to the memory of his dead wife. The location is at Mount Lee, near Windsor Park, not far from London. It comprises ninety-six acres of beautifully located ground. The building is to be rectangular in form, measuring 520 feet from east to west, and 376 from north to south. The plan is simple, consisting of two long blocks each six stories high, running parallel to each other and connected in the middle and at either end by lower cross buildings. There are to be accommodations for 300 students, each having two rooms. Every sanitary provision has been observed in the construction of the building, which is now near completion. This institution is designed to give a suitable education to women of the middle classes. Every student is to be allowed to have complete freedom on religious matters; but the internal government will be that of an orderly Christian household. The total endowment of Mr. Halloway will amount to about \$5,000,000. In the past the education of women was considered of minor importance; but this college for women will, when completed, be the costliest institution of learning ever brought into being by a single benefactor. No worthier tribute could be paid to the memory of a beloved wife.

The National tobacco manufactory in France, which is a monopoly, is becoming very unpopular. The complaint is that no regard is paid to the wants of its customers, and that anyone purchasing a box of a certain brand can not obtain the duplicate a short time later. It is the same trouble with popular brands of cigarettes, and the company will be compelled to open new factories and pay some deference to the public.