

Modern Progress in Europe.

Henry Day, Esq., a lawyer of eminence from New York, is now travelling in Egypt and writes for the New York Observer. In a recent letter he gives some very interesting facts concerning the condition of things in that sandy country, the uplifted bed of an ancient ocean:

All along the Nile, says Mr. Day, there are immense sugar manufactories worked by steam in which the cane is ground and the boiling and refining done. I visited some of the manufactories, and I have never seen more costly and perfect machinery or more extensive work. One of these factories at Rhoda employs 2,500 men, and covers acres of land. After the juice is pressed out, the cane is dried and used for fuel. The sugar plantations, which surround these establishments, are immense. The Khedive is also the most extensive landowner and agriculturalist in the world. I could find little land along the Nile which did not belong to him.

He is tearing down old houses in the city of Cairo and laying out new wide avenues, letting in light and air, putting in gas and water, and rebuilding with fine modern houses. The new parks, water works, gas works, and iron bridge over the Nile, attest his enterprise. [An engraving of this splendid bridge was recently given in the Scientific American.] Magnificent places of the Khedive abound everywhere in and about the city, and they are finished with a splendour far surpassing anything I have ever seen in any other country, and which it is impossible for words to describe. These palaces are surrounded by immense parks, filled with all the beauties that art can devise, and these parks again are surrounded by a wall fifteen feet high. There seems to be a great fondness with the Khedive and his pachas for this kind of display, for in all directions around Cairo you will find these palaces being built and enclosed by immense walls, sometimes enclosing nearly a square mile of land.

The Khedive is now engaged in opening canals, by which he intends to reclaim the lands of the desert. These are now being extended in the vicinity of the Pyramids. He is also building a canal, called the Ismailiah canal, extending from Cairo to Ismail, thus affording water communication between the Nile and the Red Sea and irrigation to the desert country through which it passes. The land thus reclaimed belongs to the Khedive. He lets it to the Arabs, charging them a rent for the water, and taking a certain proportion of the crops raised. The canals he builds by forced labor. He made a requisition on the Governor of each province for a certain number of men to labor on the canals or in his sugar houses. The Governor makes a levy among the poor peasants, and they are taken off, willingly or unwilling, under a guard, to work for a certain time for little or nothing. I saw a company at Thebes, gathered among the small villages, led off under the lead of the Governor of the province riding on the fine Arab steed. The poor fellows looked like a gang of slaves being driven from home.

Deep Sea Fishing.

The steam trawler Edith, returned to this port on Tuesday, after being for some time successfully engaged in attending on the Hull fleet in the North Sea, taking their catches of fish to market. An attempt at solving the applicability of the trawl to the banks of Newfoundland, is about to be made by the dispatch of the sailing trawler Bertha. Fishing ground in 35 fathoms of water can be reached in about 1,800 miles, and as some of the North Sea fleet go some distance north of Finland, and bring their fish in ice about 1,200 miles to market, it is held that the immense quantity of fish which make the Newfoundland Banks their feeding ground, can be made available for home supply during a certain season of the year. If successful, a fleet of the powerful yawl-rigged trawlers, similar to those recently sent from this port to the North Sea Fisheries, would be required with attendant fast steamers of large size, to bring their catches to the English market—no longer salted in bulk, but being packed in ice would be supplied fresh to the tables of England and Continental consumers. We heartily wish the project, which is due to the liberality and enterprise of G. Bidder, Esq., and the energy of our townsman, Mr. S. Lake, every success.—Dartmouth Chronicle.

Pauperism.

It appears from the official returns that the number of paupers (except lunatic paupers in asylums, and vagrants) in receipt of relief in England and Wales, on the last day of the fourth week of March last, was 853,689. The number at the corresponding date of the previous year was 907,815, showing a decrease of 54,126 or 6 per cent.

The First Sunday in a New House.

The first Sunday in the new house is a notable day. There is an entire absence of all landmarks, and a strange weird newness on everything, and you can't find your shaving soap. You start for a scuttle of coal but you don't see the scuttle. It is in the bottom of a barrel in the garret. You take the dripping pan. When you change shirt you look for it first. It is in one of the bureau drawers, which are piled one upon another in the parlor, and you find you have got to lift half a ton of carpets and feather beds before you can get down to the drawers. After you have lifted them down and searched them through, it is remembered by your wife that the desired garment is on one of the barrels—the one in the shed she thinks, although it may be the one in the garret, and yet it would be just like the stupid carman to have carried that barrel down cellar. You think so, too. You attack one of these barrels and are surprised at the result. A bed quilt comes out first, then a pie tin, next a piece of cold ham, neatly done up in your vest and packed away in the missing scuttle. Below is a lot of ironware and a length of stovepipe, a half loaf of bread, a couple of towels, and a rolling-pin. You begin to expect you will eventually come upon a coal mine and perhaps some dead friend. Then you go down in the barrel again, and come up with a pleasant assortment of stockings and half emptied medicine bottles. The way you come up this time leads you to consider the barrel itself. It has caught in the back of your vest, and made the cloth let go, it took off one half of one sleeve, and created a sensation on the back of your hand as if a bonfire had raged there. It is quite evident that this cooper, who built that barrel was called away before he commenced to clinch the nails. You involuntarily grasp the rolling-pin and look around as if you half expected to see him. Then you call the girl to repack the barrel, and start upstairs to look after something that is easier to find, but finally change your mind and pass the balance of the day in digging carpet-tacks and worthless wood from the palms of your feet, and concocting lies about the wealth of your uncle; and the moon looks through the window at night and touches up with a glow of burnished silver several lengths of stovepipe, a half dozen odd chairs, a sheet of dingy zinc, and a barrel of bedquilts foaming over the top.



HARBOR GRACE, JUNE 4, 1873.

The Mail Steamer "Peruvian" arrived at St. John's yesterday evening.

The United States war steamer "Junia," Capt. Braine, arrived at St. John's on Monday last from New York. The "Junia" is a ship of 1,500 tons, and eight guns, and will shortly leave for Greenland in search of the remainder of the "Polaris" people.

The following telegram was received at New York from the "Great Eastern," dated Hearts Content, June 27:—

To C. W. FIELD, New York. Many thanks for your congratulations to all connected with the laying of the 1873 Cable. I am sure it will live long. We shall start as soon as possible to re-suscitate the 1865 cable.

R. C. HALPIN.

We have much pleasure in laying before our readers the subjoined particulars of the "Great Eastern's" voyage from Valentia to Hearts Content. The shore end of the Cable was laid on Tuesday last, and no doubt the important work is now completed and in effectual operation:—

The Robert Love having left Valentia with the shore end, Saturday the 14th, had paid out 93 miles, Sunday 1 p. m., when the Great Eastern joined on the intermediate cable, lat. 52.12, long. 12.18, in 380 fathoms water, sandy bottom, and proceeded for Hearts Content.

Monday.—Wind S.S.W., fine and clear. 176 decimal 2 cable paid out.—lat. 52.31, long. 1.49, west, when the splice to deep sea cable passed overboard in 1200 fathoms water.

Weather continued fine and at noon 17th, when 30 425 knots paid out, changed from the after to fore tank, lat. 52.39, long. 17.26, West.

At noon 18th, paid out 444 miles, lat. 56.29, long. 26.36, in 1870 fathoms; average strain on cable for 24 hours was 12 cwt. with 15 per cent of slack, an ample allowance to meet all inequalities of the bottom.

At noon, 19th, 604 decimals 60 of cable paid out in the same depth water, lat. 53.35, long. 24.43. W. S. W. gale with heavy sea and rain sprung up. The Hibernia and Edinburgh maintaining their position with much difficulty so that the speed of the Great Eastern had to be reduced to enable them to keep company.

On morning of 20th, gale continuing and increasing, with heavy head sea, the accompanying ships making very bad weather. Replied to the "Great Eastern" signal to go ahead full speed, that they were doing their best. To those on board the "Great Eastern" this was very evident from the quantity of water they were shipping which at times seemed to put the ships quite out of sight. At noon lat. 53.45, long. 28.6, west, having paid out 747.27 of cable depth. At noon lat. 52.34, long. 39.44, cable paid out 1210 decimal 73, depth of water 1960 fathoms. 24th.—Weather moderate. At noon the ship's position was found to be 51.40,

long. 43.10. Cable paid out 1372 decimal 81, depth of water 2170 fathoms.

25th.—Moderate westerly winds. Shifted to main tank at noon, lat. 50.18, long. 46.47, cable paid out 1530 knots; depth of water 2020.

26th.—Fresh westerly winds and thick weather, spliced on to intermediate cable at noon lat 49.35, long. 50.21; cable paid out 1701; depth of water 1000 fathoms. At 6.45 p. m., sighted H.M.S. Surveying ship "Gulnare," Capt. Maxwell, right ahead, which ship was in the position previously arranged in the fair way for entering Trinity Bay. At 9 p. m., "Great Eastern" stopped and took Captain Maxwell on board, and continued paying out till 6.40 a. m. on 27th, when the end of the intermediate cable was reached. At this point she cut and buoyed in lat. 48.56.30, long. 52.8.10 west, in 168 fathoms water, and distant from Hearts Content 80 miles. A strong gale blowing and heavy sea, the "Great Eastern" proceeded full speed for Hearts Content in company with the "Hibernia," where she arrived at 9, the same evening. The "Hibernia" did not arrive till two the following morning, having felt the full force of the gale. Both ships now lie at anchor waiting favorable weather in order to complete the laying of the shore end.

The "Great Eastern" is commanded by Capt Robert C Halpin who also is engineer in chief of the expedition, Robert London chief assistant engineer, J. C. Laws, the eminent electrician, has charge of the electrical department, Mr Ford represents the interest of the amalgamated Companies, Capt. Thompson formerly commander of the "Italy" is Chief Officer of the "Eastern." Oliver Smith assists Mr. Laws. The cable will probably be working through by Tuesday evening.

The steamer "Edinburgh," which parted company from the "Great Eastern" on the 23rd, arrived at Hearts Content on Sunday morning.

[TO THE EDITORS OF THE STAR.]

DEAR SIRS,—

Will you please inform me what redress I am to obtain from the Harbor Grace Water Company for having to pay extra insurance, owing to the insufficient supply of water; and this evening I find the water entirely shut off from my premises in consequence of the Fire Company practicing without giving any notice.

Yours, &c., A HOUSEHOLDER.

June 3.

We would advise our correspondent to apply to the Directors of the Water Company, as we feel convinced that they are the responsible parties, and should see that the evil alluded to be immediately remedied.—Eds. STAR.

By Telegraph from Hearts Content.

[TO THE EDITORS OF THE STAR.]

Hearts Content, July 1, 1873.

Many visitors have already arrived from St. John's and other parts of the Island to see the "Great Eastern" and the other ships of the Atlantic Cable Expedition. Being desirous that intending visitors should have every facility for so doing, with as much comfort as possible, I strongly desire those who can do so to postpone their visit until the ships have finished coaling, as the "Great Eastern" will not leave Hearts Content until about 16th July.

ROBERT HALPIN,

Commanding Atlantic Cable Expedition.

The astounding information (says the St. John "Tribune") has been made at this office that a conspiracy has been formed of tug-boat owners and stevedores for robbing shipowners. A vessel lay in the stream the other day, unable to get to her wharf because her owners chose to employ a stevedore who has not joined this Ring. When we published the item we hoped it would be denied or explained so as to take the disgrace from our port, but no denial or explanation has been forthcoming, and we suppose the statement is as true as it is disgraceful. A Ring of tug-boat owners and stevedores formed for the purpose of extorting extravagant pay from the shipowners! Tugboat owners refusing to tow vessels unless a stevedore who "goes divvy" with them is employed! Now this is harbor piracy—nothing less—and should be punished by severe penalties. Our port is fast becoming notorious for the organized legal robbery to which vessels are subjected in it. Posters in Liverpool Board of Trade rooms warn owners to beware of St. John, a Swedish ship master has published a letter warning his countrymen to keep away from St. John, and the other evening a Brooklyn captain earnestly thanked God in Henry Ward Beecher's prayer meeting that he had been enabled by His infinite mercy and goodness to escape with his ship from St. John.

A remedy must be found, even though a Vigilance Committee be required to administer it, or our magnificent trade will be seriously injured. It has been injured already. At this time last year there was a much larger fleet on the water bound for St. John than there is now. Property owners don't care so much for the high prices demanded as they do for the intolerable tyranny to which they are subjected.

EVERY man is a missionary, now and forever; for good or evil, whether he intends it or not.

NEWS ITEMS.

In Paris recently there were no less than thirteen suicides in one day—five of them women—from unfortunate attachment. When women love without return, they take to laudanum; when men do, they take to liquor. Death curses one—drunkenness the other, which is the exact difference between the sexes.

Boston is full of mechanics who were induced to come from England by the extravagant stories circulated there of the abundance of work and wages incident upon the fire in Boston. The consequence is there never was known to be so many mechanics in the building trade in Boston, in comparison with the work to be done, and prices are lower than they have been for years.

STRAM LIFE BOATS.—The services rendered by the numerous life-boats with which our coast is now so thickly studded are, we believe, very generally appreciated, and the existing form of boat has no doubt proved itself very efficient. Nevertheless, it has long appeared to us that a steam life boat is a great desideratum, not merely ensuring greater efficiency, but as risking the lives of the minimum number of persons. Such a life-boat has lately been projected by Mr. W. Peterson, a seaman of some experience in life-boat operations. But the mechanical arrangements of the design are in our judgment imperfect. The boiler is hung on gimbals, and the propulsion is effected by a screw at each quarter. The boiler should, in our opinion, be a vertical tubular boiler, with a chimney of sufficient height covered by a cap, and a steam blast to maintain a good draught. The screws we fear, would be sometimes out of water. For a purpose of this kind hydraulic propulsion should be adopted, for the centre of the boat, where the water should be taken in, would be always in the water, and the water jet would act whether the stern of the boat was out of the water or not.

THE WALWORTHS.—Young Walworth murdering his own father brings to mind the great ancestor, The late Chancellor Walworth sprang from Sir William Walworth, lord mayor of London, 1381, member of Parliament and one of the founders of the Fishmongers' Company, London, a man famous in the annals of London life towards the close of the fourteenth century. Sir William was not a murderer, but he killed his man in his day, and no less a personage than the famous Wat Tyler, the leader of the great rebellion of London, by striking him dead with a dagger near Smithfield, London, as the rebel was in the act of committing a deadly assault on young King Richard II. The king knighted Walworth on the spot and gave him a farm, supposed to be now that part of London called Walworth on the south side of the Thames. The early chroniclers of London note that the dagger now seen in the great seal of London, upon one of the arms of the cross, was placed there to commemorate Walworth's killing the rebel, Wat Tyler. The Walworth coat of arms, we believe, has a dagger in its representation. The great Walworth's occupation was that of a dealer in fish. The descendant, who has just committed the murder of his own father, was 'without occupation,' as the papers represent. Idleness in a crime.

The following is the verdict of the Coroner's Inquest upon the Walworth case:

NEW YORK, June 6.—The testimony at the Walworth inquest to-day was not confined strictly to the facts immediately connected with the murder, and nothing was admitted relating to the private affairs or family troubles of the deceased. Young Walworth attended by his counsel, Charles O'Connor was present, maintaining the same coolness and self control, which has characterized him from the beginning. The most important evidence was that of the occupant of the next room to Walworth's at the Sturtevant House, who was awake an hour before the murder, and first discovered it. He said that there was no sound of loud talking or of scuffling before the shots were heard, thus seriously impairing Walworth's story that he fired first in self-defence. The witness heard two distinct cries of "murder" as from a person in extreme terror, and following the second another and a fourth shot, after which he heard the murderer open the door and run rapidly through the hall. The remains of Mr. Walworth were taken to Saratoga this afternoon.

The jury retired and returned with the following verdict: "We find that Mansfield T. Walworth came to his death from a shock and internal hemorrhage, the result of a pistol shot wound in the chest, said pistol having been discharged by the hands of Frank H. Walworth, at the Sturtevant House, Broadway, New York, Tuesday morning, June 3, 1873."



Latest Despatches.

LONDON, June 26.—At a banquet to the Shah at Greenwich, the Prince and Princess of Wales and 700 guests were present.

Empress Augusta arrived at Vienna and met with an enthusiastic reception. Bismarck closed the parliament to-day.

The Emperor is recovering. The Carlists were defeated at Estella; 600 killed and 300 wounded.

The French and Austrian Governments addressed friendly notes to Italy in reference to law abolishing religious corporations.

LONDON, 30.—Terrible damage was done by an earthquake in the north of Italy, yesterday. Fifty-two persons were killed. The shock caused a great panic at Venice and Verona.

The capture of Khiva is confirmed, but they can't find the Khan.

New York, 30.—President Grant's father is dead.

It is stated that Quesada landed in Cuba and took command of the insurgents. Gold 115.

THE Berlin correspondent of the Times states that some doubts are felt in the German capital with regard to the intentions of Marshal MacMahon. The phraseology of the inaugural proclamation which was issued by the gallant President contains "objectionable" passages, and the German Government "will not enter into regular diplomatic relations with him unless they are satisfied that he will faithfully adhere to the terms of the treaty of peace." The North German Gazette, which bears the character of a semi-official organ, remarks that "the whole French diplomatic service are convinced that Marshal MacMahon's foreign policy will be very different from that of M. Thiers." The same authority states that the Marshal recently declared at an interview with the Austrian ambassador "that he was in a position to guarantee the maintenance of order, but that the preservation of peace depended upon the moderation of all the powers and their regard for the legitimate interests of their neighbours."

THE "Cornwall Chronicle" relates the following story:—About seven years ago, in the great city of London, a cheesemonger died, leaving cash to the tune of £100,000 to be quarrelled over fought and disputed for by the reputed heirs-at-law. Advertisements were inserted at different times in the English newspapers, and many a claimant 'a la Tichborne' was forthcoming. The lawyers, however, were not satisfied that any of the numerous claimants were the 'right men'; and what has just transpired proves that they were correct in their judgement, as the 'right man' has turned up in the person of the deceased cheesemonger's brother, George Hutley, who arrived in this colony some forty years ago. He was discovered by Mr. F. Stevens, a Victorian barrister, splitting up in the ranges in that colony, taken to Melbourne, shipped on board a steamer, and brought to Launceston, and then taken to Hobart Town, where he was identified as the veritable George Hutley who arrived in Tasmania some forty years ago. After all the necessary documents are procured to prove without a shadow of doubt the man's identity, he will proceed to England to claim his inheritance.

A BELGIAN physician has discovered that bronchitis and other throat affections rise as the cravat falls. He finds that, 1830, when the cravat went twice or three times around the neck, there was little bronchitis. From 1840, when the cravat went only once around, colds had a great increase. After 1850, the height of the cravat was diminished, and throat affections increased still more. In 1870 a great increase of bronchitis; the cravat hardly went round the neck. In 1873, the cravat is reduced to a simple knot attached to the shirt button; affections of the throat and chest now form a twentieth part in the bills of mortality.

Capt. Hall, the Arctic explorer, is said to have left his family very poor.

DIED.

At half-past 2 p. m., deeply regretted by many sorrowing relatives and friends, William Duncan, youngest son of Archibald Munn, Esq., aged 16 years and 6 months.

SHIP NEWS.

PORT OF HARBOR GRACE. ENTERED, July 2.—Trusty, Kaboe, New York, provisions—John Munn & Co.

Vertical text on the right edge of the page, including 'THE int bor Gra visit th Frida at Mrs. he will entrust', 'June 1', 'COM', 'THE Pa held on JULY Banking accorde', 'St. Joh', 'Very', 'The', 'GOO', 'Prof', 'VEE', 'Far S', 'Rats, M Coekro Blight Furs, also on', 'Sold Pa \$1', 'The bad sn It may as it w', 'DIRE', 'Gr', 'CI', 'The Profess the Int Austral timoni', 'Messrs.', 'Mr. W', 'Mi', 'Messrs.', 'Mr. P.', 'G.', 'Ro', 'Mo', 'of New', 'Who w may p ressed ca May', 'I', 'H.', 'Now I', '20 M.', '20 do', '30 do', 'July', 'H', 'BOOK', 'E. V', 'Impor', 'NE'