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THE BOSTON YACHTS BEATEN

PRISCILLA, ATLANTIC, PURITAN, MAYFLOWER, THE ORDER OF THE BIG SLOOPS.

THE IRON PRISCILLA KEEPS THE LEAD ALL DAY—HONORS CARRIED OFF BY THE CUTTERS BEDOUIN AND CLARA—A DAY OF VARIABLE WINDS.

Sackcloth trimmed with ashes must be the garment of Bostonians to-day, for both the Puritan and Mayflower were beaten yesterday by the Priscilla and Atlantic. The Bedouin even beat the two Boston yachts, though as she was not in their class that does not count. The Thetis, too, which sailed away from the gilded dome of the State House to bring back trophies of victory, was only second in her class, and the mug-hunting Gitana stood no show at all with the Grayling. It was a Waterloo for Boston, and the only sweet drop of comfort in all the salt sea of defeat was the victory of the Fortuna in the keel-schooner class, and that drop was rendered infinitesimal by the fact that the Fortuna, although owned by a Boston man, was built in New-York. The race proved that the revised edition of the Priscilla is a much better boat than most people thought. Her windward work surprised even those who had always believed in her. It was a big day for the cutter men, too, and the performances of Archibald Rogers's Bedouin and of the English-built cutter Clara were a reparation for the many defeats the deep boats have received of late.

It was a day of flukes and flaws, of calms, squalls and fair winds. Now the sun would shine out on a glittering sea ruffled by a good yachting breeze, and again a rain storm would sweep over the ocean and the yachts would plunge blindly over dark and gloomy waters. Then might follow a calm, after which the wind would spring up from an entirely different quarter from that from which it had been blowing, and yachts which a few moments before had been running free would come close-hauled on the wind. The race would have proved nothing had it not been that there was a good yachting breeze, moderately steady, from the Point of the Hook out to Sandy Hook Lightship, and at the lightship the Priscilla had the other big sloops fairly beaten.

The starters in the race and the time allowances were as follows:

Keel schooners—Dauntless allows Republic 6:37; Gitana, 7:01; Fortuna, 7:18.

Second class schooners—Montauk allows Ruth, 1:39; Grayling, 5:34.

First class sloops—Mayflower allows Atlantic, 1:17; Priscilla, 1:20; Puritan, 2:10.

Second class sloops—Gracie allows Bedouin, 0:08; Fanny, 1:29; Thetis, 3:55.

Third class sloops—Whileaway allows Vivid, 1:05; Athlon, 1:28; Cinderella, 2:29; Gaviota, 2:32; Clara, 3:30; Bertie, 6:07; Regina, 7:56; Daphne, 9:02; Espirito, 12:38.

The Fortuna, Speranza, Mayflower, Gracie and Bedouin are subject to remeasurement.

The start was from off Owl's Head in the Upper Bay, and at 10:50 the Luckenbach's whistle gave the preparatory signal. The yachts were crowded above the line and near by lay a large fleet of sail and steam yachts and excursion steamers which were to accompany the racers over the course. As the Gracie sailed about waiting for the signal to start she excited unusual interest because on board of her as Mr. Earle's guests were Commodore de Gama, of the Brazilian frigate Almirante Barrasso, the Imperial Middy, Prince Augusto, and the Brazilian Consul-General, Salvador de Mendonca. The Priscilla went sliding by the judges' boat, all her crew wearing tukes of orange and dark blue, the blue being almost black, for Mr. Canfield is a Princeton graduate and races his yacht under the colors of his alma mater. Then the Bedouin reeled by, gay yachting uniforms gleaming on her deck and her nimble crew wearing tukes of red and white. The Mayflower looked so beautiful, so graceful and so fleet that it seemed impossible that she should not win. The wind was blowing lightly from the south. There was mist below the Narrows and threatenings of rain everywhere. It looked as if it would be the old story over again, and there would be a drift instead of a race.

At 11 o'clock the whistle blew, the blue peter was hauled down, the club flag run up, and the racers rushed for the line. It was a good start, the yachts going over close together and passing down through the Narrows, followed by the observation fleet of yachts, tugs and steamers. The amateur photographic cameras were popping right and left, the bands on the excursion steamers playing, the steam-yachts puffing and churning, and the whole mass of vessels slipping rapidly away to the southward. The Thetis was the first to cross. The others went over in the following order: Espirito, Puritan, Bedouin, Daphne, Priscilla, Athlon, Cinderella, Regina, Fanny, Gitana, Gracie, Fortuna, Whileaway, Bertie, Vivid, Grayling, Republic, Atlantic, Dauntless, Mayflower, Gaviota, Ruth, Montauk and Speranza. The times of the start were as follows:

	h. m. s.		h. m. s.
Dauntless	11 6 50	Bedouin	11 1 58
Republic	11 6 12	Fanny	11 4 29
Gitana	11 4 33	Thetis	11 0 28
Fortuna	11 5 9	Whileaway	11 3 17
Speranza	11 10	Vivid	11 3 12
Montauk	11 8 42	Athlon	11 4 34
Ruth	11 8 39	Cinderella	11 2 12
Grayling	11 5 51	Gaviota	11 7 52
Mayflower	11 7 51	Clara	11 0 27
Atlantic	11 6 50	Bertie	11 5 34
Priscilla	11 8 14	Regina	11 3 12
Puritan	11 1 52	Daphne	11 2 32
Gracie	11 4 33	Espirito	11 0 30

Once through the gateway of the Narrows the fleet spread out like a fan and the yachts went hunting for wind. There was little of it, and what there was came from the southeast; so the yachts stood on the port tack, making a long reach for Cuoy No. 8½ on the Southwest Spit. At one time the Espirito got a favorable slant of wind and led the fleet. The Bedouin, however, was the real leader, and she soon took that position and held it to the Southwest Spit. Behind the cutter came the Priscilla, overhauling her as rapidly as the light wind would permit. The Clara and Gracie were near together, and both were doing finely. Then came the two white sloops, Puritan and Mayflower, the latter evidently getting the better of her elder sister.

While the yachts were reaching down to Buoy No. 8½ there was a supplementary race between the Stiletto and Norman L. Munro's new Herreshoff launch. The Stiletto had been following the launch around all the morning just spoiling for a fight, and finally, when both boats were well over toward the West Bank, the launch started up at full speed. The Stiletto was after her in an instant. The launch went rapidly enough to make any one who had not seen a Herreshoff launch go before hold his breath; but the way the Stiletto went after her beggars description. She picked up the launch and shot ahead, and then, as if mad with excitement, went dashing away to the south. Every now and then a puff of black smoke would fly out of her smokestack and she would give a spring that took her forefoot clean out of the water. If she had kept up that pace for ten minutes she would probably have run down the Navesink Highlands.

By the time the Bedouin leading the fleet reached Buoy No. 8½ the Priscilla was close behind her and the three other big sloops were so far behind that Atlantic men and Boston men fell on each other's necks and wept. The cutter Clara was about as far behind the Priscilla as the Priscilla was behind the Bedouin, and in that order they rounded the buoy. The cutter men immediately became rigid and haughty, an air which they have not assumed since the Puritan beat the Genesta. The sloop Cinderella, which was built to beat the Clara, but which, so far, has not done it, came along about three minutes later. Close to her was the Mayflower, which had left the Puritan behind, and then followed the Thetis. The pride of Boston, destined to be "set aside and mortified" that day, was a few seconds behind the Thetis. The Puritan was laying such a close course for the buoy that she had to forereach around it. The Gracie also stood too far to the eastward and had to make a tack to get around. After the Gracie came the Daphne, and then the Athlon, Atlantic and Fanny, all close together. Following were the Espirito, Bertie, Fortuna, Vivid, Montauk, Grayling, Whileaway, Gitana and Regina. The Gaviota and Republic fouled each other on the way down, and the Gaviota lost several feet of her boom. After that she put back. The times of the yachts at Buoy No. 8½ were as follows:

Bedouin	12:39:06	Atlantic	12:50:30
Priscilla	12:40:35	Espirito	12:54:37
Clara	12:41:31	Bertie	12:55:38
Cinderella	12:44:05	Fortuna	12:56:32
Mayflower	12:44:14	Vivid	12:56:35
Thetis	12:45:17	Montauk	12:58:10
Puritan	12:45:51	Grayling	12:58:31
Gracie	12:47:19	Whileaway	12:58:52
Daphne	12:49:26	Gitana	1:00:42
Athlon	12:50:18	Regina	1:01:06
Fanny	12:50:39		

Before the yachts now stretched the open sea and out beyond the horizon was the red hull of the Sandy Hook lightship. The wind was fresh outside the Hook and each yacht worked on its merits. The Priscilla overhauled the Bedouin and took the lead. Behind them was a wide space of open water and then came the two white sloops from Boston. The Atlantic was next and the little Clara, sailing splendidly, was relegated to the sixth place. This was about the order they kept out to the lightship. The Mayflower sailed better than the Puritan, but neither of them could hope to catch the Priscilla. The Priscilla rounded the lightship three minutes and fifteen seconds ahead of the Bedouin and, spreading her balloon jib topsail, started for home. There was no hope of catching her then. The "iron pot" was boiling. She proved that in learning to sail on the wind she had not forgotten her old trick of running. The leading yachts rounded the lightship as follows: Priscilla, Bedouin, Mayflower, Puritan, Atlantic and Clara. This was the time:

Priscilla	1:39:30	Puritan	1:55:00
Bedouin	1:42:45	Atlantic	1:59:50
Mayflower	1:50:00	Clara	2:04:00

After rounding the lightship the Mayflower stood well over toward the Long Island shore while the other yachts made a more direct course for the Hook. It was then that the season of squalls and shifting winds began. There were rain squalls and rain calms with intervals of clear weather. Sometimes the yachts would be lost sight of for ten minutes in a blinding rain and then the whole fleet would be visible again. The Atlantic gained rapidly on the Puritan and Mayflower and the Bedouin drew up a little on the Priscilla. Just before reaching the Point of the Hook the wind died out almost entirely and the Priscilla and Bedouin lay with sails flapping idly against the masts. The yachts behind lost the wind, too, and then got a variety, so that from the judges' boat no two seemed to have the breeze from the same direction. The wind sprang up again from the southwest, but by the time the Priscilla and the Bedouin had fairly got in motion it changed its mind and concluded to blow from the northwest. By the time the leading yachts had passed in by the Point of the Hook the wind was back to the southwest again.

The Priscilla rounded Buoy No. 8½ on the return at 3:53. The Bedouin rounded at 4 o'clock. At that time the Atlantic and Puritan were off the Point of the Hook, the Atlantic leading. The Priscilla set her big balloon jib topsail and came rapidly up toward the Narrows, the Bedouin following with her spinnaker set. Away behind them were the Puritan and the Atlantic, the Boston sloop unable to get the lead of the Brooklyn boat. So far behind that glasses were necessary to make them out came the cutter Clara and the wilted Mayflower. The rest of the fleet was a recollection and a suggestion of white sails on the horizon.

Cannon boomed and whistles screamed as the Priscilla came over the line the winner. The Bedouin and the Clara also came in for vociferous and well-earned applause. The yachts came in in the following order: Priscilla, Bedouin, Atlantic, Clara, Mayflower, Grayling, Thetis, Gracie, Fanny, Fortuna, Cinderella, and Ruth, the rest of the fleet following. The time of the race was as follows:

Name	Start.	Finish.	Elapsed Time.	Corrected Time.
	h. m. s.	h. m. s.	h. m. s.	h. m. s.
Keel Schooners.				
Dauntless	11:06:50	6:09:45	7:03:55	7:02:15
Republic	11:06:12	6:10:03	7:03:51	6:57:14
Gitana	11:04:33	6:01:28	6:56:55	6:49:54
Fortuna	11:05:09	5:41:29	6:46:20	6:39:07
Speranza	11:10:00	Not timed.		
Second-class Schooners.				
Montauk	11:08:42	5:18:34	6:39:52	6:39:52
Ruth	11:08:39	5:57:57	6:49:18	6:47:39
Grayling	11:05:51	5:45:39	6:39:48	6:33:54
First class Sloops.				
Mayflower	11:07:51	5:42:22	6:34:31	6:34:31
Atlantic	11:06:50	5:21:02	6:14:12	6:12:55
Priscilla	11:03:04	5:04:09	6:01:05	5:59:45
Puritan	11:01:52	5:26:08	6:24:16	6:22:01
Second-class Sloops.				
Gracie	11:01:33	5:50:42	6:46:09	6:46:09
Bedouin	11:01:58	5:09:25	6:07:27	6:07:19
Fanny	11:04:29	5:50:57	6:46:28	6:44:59
Thetis	11:00:28	5:48:27	6:47:59	6:44:04
Third-class Sloops.				
Whileaway	11:05:12	Not timed.		
Vivid	11:03:12	Not timed.		
Athlon	11:04:34	6:07:46	7:03:12	7:01:44
Cinderella	11:03:12	5:53:00	6:49:48	6:47:39
Gaviota	11:07:52	Disabled.		
Clara	11:00:27	5:38:59	6:32:42	6:29:12
Bertie	11:05:34	Not timed.		
Regina	11:05:34	Not timed.		
Daphne	11:02:32	6:11:48	7:09:16	7:00:14
Espirito	11:00:30	Not timed.		

Thus the Priscilla wins in her class, beating the Atlantic 13 minutes 10 seconds on corrected time and 13 minutes 7 seconds on actual time. She beat the Puritan 22 minutes 25 seconds on corrected time and 23 minutes 11 seconds on actual time. She beat the Mayflower 34 minutes 16 seconds on corrected time and 33 minutes 26 seconds on actual time. The Fortuna won in the keel-sloop class, beating the Gitana 10 minutes 47 seconds on corrected time and 10 minutes 35 seconds on actual time. Among the other schooners the Grayling was the winner, beating the Montauk 4 minutes 58 seconds on corrected time and 4 seconds only on actual time. The Bedouin won in her class, beating all the others about 40 minutes. The Clara beat the Cinderella about 10 minutes on corrected time and more on time allowance.

POWDERLY DISCOVERS A CONSPIRACY.

A WARNING THAT AN EFFORT WILL BE MADE TO PACK THE RICHMOND CONVENTION.

PHILADELPHIA, June 17.—General Secretary Turner, of the Knights of Labor, was asked to-day about a secret circular of General Master Workman Powderly, published to-day, numbered 22 and dated Philadelphia, June 12, in which the Knights are warned against what he considers a plot to pack the convention to be held in Richmond next October with politicians, and in which Mr. Powderly says that he has discovered a great conspiracy to disrupt the order by underhand means.

"I knew it," Mr. Turner said. "I told Mr Powderly when we were sending that circular out that it would get in print. Why, do you know we have spent over $500 and nearly a week's labor in mailing those documents to the General Assembly. There," said the secretary-treasurer, pointing to a large pile of official envelopes, "is a lot of the circulars that have not been mailed yet. There is no use; they will get out; and after this I will urge that all such matter be given to the press at once."

RAILROAD INTERESTS.

NEW-ORLEANS PACIFIC REORGANIZATION.

Meetings of holders of the bonds of the New-Orleans Pacific Division and of the income and land grant bonds were held yesterday, in opposition to the proposed plan of reorganization. The New-Orleans Pacific bondholders appointed a committee consisting of Charles N. Morgan, Oswin O'Brien and A. Trowbridge, cashier of the Bank of North America, to protect the interests of the bondholders and to confer with representatives of the other securities of the company with the purpose of preparing a plan of reorganization that may be just to all interests.

The land grant bondholders heard the report of their committee and adopted resolutions that the receiver should be ordered by the courts to sell as much of the 3,556,000 acres of the company's land as would be necessary to prevent foreclosure and that the payment of scrip interest be suspended. The committee reported that it was convinced the land grant bonds were a valid third mortgage on the railroad.

PROSPECT OF AN ANTHRACITE COAL WAR.

PHILADELPHIA, June 17 (*Special*).—On Monday the Philadelphia and Reading Railroad Company will begin the shipment of anthracite coal to Baltimore, Washington and other Southern points over the Wilmington and Northern Railroad from a connection with its main line to Wilmington, Del., and thence southward over the Baltimore and Ohio lines. The first consignment will consist of nearly 200 cars, all of which has been placed, and the through rate of freight has been fixed at $1 75 a ton. This is lower than the rate of the Pennsylvania Railroad Company, but it is understood that the latter will meet it and that there will be an active anthracite coal war between the companies in Baltimore and Washington and points South.

DES MOINES AND FORT DODGE STOCKHOLDERS.

At the annual meeting of the stockholders of the Des Moines and Fort Dodge Railroad Company yesterday these directors were elected, Joseph E. Brown, A. R. Flower and Reuben S. Middleton. Charles Whitehead, the president, reported that the road was in good condition, that there is an unusually favorable state of crops in Iowa, and that owing to some projected extensions they were about building the extent of the road and its earnings will be materially increased before another year. The treasurer reported that the net earnings last year were $121,000, notwithstanding various improvements which have been made. He estimated that the earnings for the present year will far exceed this amount.

TO END THE NORTHWESTERN WAR.

CHICAGO, June 17 (*Special*).—It is declared here that the Western passenger war is about to close. The basis of settlement will be a concession by the St. Paul and Northwestern roads to charge two dollars extra for passage on their fast passenger trains to St. Paul.

R. R. Cable, president of the Chicago, Rock Island and Pacific Railway, has returned to the West. It was reported in Wall street that he was called away suddenly with a view to an attempted adjustment of the passenger rate war among the Iowa roads. Evidently the ticket brokers do not look for a sudden settlement, for they have been advised by Chicago brokers that they may make drafts on the Chicago offices for the cut rates west of that city. The net result to the traveller is the same whether he buys a cut-rate ticket here through to some Northwestern point or simply pays his fare to Chicago and uses the cut rates to the point beyond, but by buying the through cut ticket here he is guaranteed the low rate beyond Chicago, even should the roads put up the tariff while he was on his journey westward.

MISCELLANEOUS RAILWAY INTELLIGENCE.

ALBANY, June 17.—The Board of Railroad Commissioners has warned the officers of the various Coney Island railroads that they will give them a hearing on June 22 at 10 a. m., at the Chamber of Commerce, in relation to the complaint of C. C. Overton, who claims that the rates of fare are excessive.

CHICAGO, June 17.—A dispatch from Indianapolis published here this morning says that P. S. Hayes is to be president of the Bee Line.

CHICAGO, June 17.—The Executive Committee of the Central Traffic Association to-day referred the question of percentages at Mississippi River points and junctions east of the Mississippi River to a special committee.

PHILADELPHIA, June 17.—The labor troubles have caused the Pennsylvania Railroad Company to cancel plans for nearly $1,000,000 of improvements that were to be carried on this year. This includes a handsome passenger station at Harrisburg, and extensive coal wharves in Baltimore.

HARRISBURG, Penn., June 17.—Two Philadelphia attorneys yesterday argued for a writ of quo warranto against the Philadelphia Traction Company. Jesse Gyger, a Philadelphian, avers that the company has leased, consolidated and now operates various city passenger railway companies in Philadelphia, which before the lease were parallel and competing lines, and that while none of the companies had authority to make such a lease the Traction Company had no particle of right to do so, because it was organized to furnish motive power to the cars of other companies.

A STAGE COACH ROBBED IN MONTANA.

ST. PAUL, June 17 (*Special*).—Eight miles north of Phillipsburg, Mont., last night the Drummond and Phillipsburg stage was robbed. The Wells, Fargo & Co.'s treasure-box, containing $61, was taken.

LOSSES BY FIRE.

OTTUMWA, Iowa, June 17.—L. M. Friedman's dry-goods store was burned last night. The loss is $21,000; insurance $15,500.

MILWAUKEE, Wis., June 17.—An *Evening Wisconsin* special from Lodi, Wis., states that the public school building at that place was burned last night. Loss $12,000; insurance $6,000. The fire is thought to have been of incendiary origin.

GLADSTONE ON THE HUSTINGS.

STARTING ON HIS SCOTCH CAMPAIGN.

EXTRAORDINARY DEMONSTRATIONS IN LONDON AND ALONG THE ROUTE.

LONDON, June 17.—Mr. Gladstone started this morning at 11 o'clock on his Scotch campaign. He was accompanied by Mrs. Gladstone. The Premier drove to the railway station in a carriage drawn by a pair of horses. It is estimated that fully ten thousand persons were in the crowd that awaited him. The people made the most frantic efforts to see him and broke down the barriers which had been provided to keep them back. A great many men and boys climbed to the top of the railway carriages standing in the station and from that elevation cheered Mr. Gladstone as he passed them. He reached his car with the greatest difficulty. A squad of policemen surrounded him and by much elbowing succeeded at last in getting him through the cheering masses to the car. The Premier wore a tweed suit and an Inverness capecoat. He bowed and smiled and raised his hat incessantly in response to the greetings of the crowd. His seat in the car was by a window which was open and when the crowd saw him through it there was another cheer, which was repeated several times.

The people appeared desirous of having the Premier address them with some parting words before going away on his arduous errand. He arose and spoke from the car window, thanking the people for the honor of their "extraordinary demonstration." He adjured them to allow nothing to hide from them the "bare question of the hour." The venerable orator continued:

Attempts have been made and will be made to divert your attention from the real question at issue. This question is solely whether Ireland shall be trusted to manage her own affairs. Those who deny Ireland this right admit that Canada and the other British colonies enjoy such rights. Are we to trust our fellow-subjects in Ireland and govern by love, or are we to adopt the policy of the Government's enemies and introduce into Ireland government by force?

Mr. Gladstone then bade his hearers good-by, and the train moved away. Enthusiastic and prolonged cheering accompanied its departure and hundreds of people waving handkerchiefs and hats and God-speeding the Premier ran along the platform beside the car until the train outsped them.

At Luton and Bedford crowds of people were at the station and cheered Mr. Gladstone as his train sped by. No stop was made until Leicester was reached. Here there was an enormous gathering, which gave the Premier an enthusiastic greeting. A few groans were heard from the outside of the crowd, but these were soon discontinued. A committee presented Mr. Gladstone with an address expressing confidence in him and his Irish scheme and the Premier made a brief reply. After thanking the people for their reception he said:

Time is not allowed me to dwell fully upon the great question before the country, namely, "Will you give Ireland what you give the colonies with the greatest advantage—power to manage, not Imperial, but Irish affairs?" During my fifty-four years of public life I never saw enthusiasm anywhere to equal that which has been shown in this great cause. The eyes of the world are now upon us in a degree never equalled before. Not only the whole British race, but the whole civilized mankind have testified the liveliest interest in the question. If, as I have reason to believe, the verdict is favorable to the people of Ireland, there will be nothing less than a thrill of joy throughout the civilized world. I place before you this noble object—human sympathy combined with justice—and commend it to your deep and deliberate consideration; for you have never had an issue to determine more charged with good or evil to the future advancement of this great Empire.

Mr. Gladstone's speech was received with great enthusiasm by the multitude. The train arrived at Trent at ten minutes after 1, and another halt was made. Here, as at the other places, there were huge crowds, composed not only of the inhabitants of Trent, but of people from Nottingham, Ilkestons and every other place near by. Addresses and bouquets were thrust in through the window of the Premier's car and the enthusiasm of the people was unbounded. Railway employes lined the route for a distance of half a mile. Mr. Gladstone bowed and smiled to the people, but did not speak.

A crowd of immense proportions awaited the train at Galashiels. On its arrival Mr. Gladstone was conducted to a platform to receive the following address:

As a committee appointed by a crowded meeting of Liberals of Galashiels, which, with only three dissenters, resolved to support the Government and not to vote for any candidate who refuses to grant to Ireland a Legislature for the management of her domestic affairs, we herewith express our unswerving confidence in you and the Government of which you are so illustrious a head. We trust that God will grant you strength to embody in our legislation the greatest of all Liberal principles—self-government.

There is great excitement at Galashiels over the approaching election. The opinions of the people on the Irish question are about equally divided.

At Normanton Mr. Gladstone received vociferous cheers of welcome from the large crowds assembled. The train employes had the utmost difficulty in preventing the people from falling under the wheels of the cars. There was a repetition of the reckless struggle to get near the carriage, of the eagerness to shake Mr. Gladstone's hands, and of the anxiety to entice him to speak manifested at other points. Those in front of the crowd only were able to hear him. In replying to addresses from the Normanton and Castleford Liberal societies Mr. Gladstone referred to the part that Yorkshire had taken in the last elections. The conditions then, he said, were somewhat untoward, because the Irish vote by tactics now perhaps regretted was not given to the Liberals. The people of Yorkshire had now a most important decision to give. The question, which should be clearly understood, was whether to let the Irish people manage their own affairs. This was asking nothing new. Ireland possessed that right prior to 1800. He believed that the Government would be successful in the coming elections.

At Carlisle Mr. Gladstone made a speech in which he said that he would like to ask Earl Carnarvon what he told Mr. Parnell in the interview at Dublin, and to whom he imparted the conversation. If Earl Carnarvon knew his duty as a Cabinet Minister, he must have revealed the conversation to Lord Salisbury. It would have been treachery for him to hold such talk with a person in Mr. Parnell's position and not tell Lord Salisbury. He (Gladstone) would therefore feel convinced that Earl Carnarvon did his duty until he should deny that he repeated the conversation. It was necessary for the Nation to be exactly informed on this subject. The people had a right to know the facts, and it would not be his (Gladstone's) fault if they did not have presently an accurate and complete history of the transaction.

His remarks were received with enthusiastic applause.

Enormous crowds greeted Mr. Gladstone at all the towns on the route from Carlisle to Skipton. At the latter place the crowd pressed so closely around the Premier's carriage that one of the windows in the vehicle was broken. In his speech at Skipton, Mr. Gladstone, referring to the fact that the late Lord Cavendish had represented that division in Parliament, said that if his Lordship's life had been spared the Government would have had no warmer supporter. At Harwick a New-Yorker presented his card to Mr. Gladstone, who thanked the American for his sympathy.

At Edinburgh 40,000 persons lined the route from the railway station to the hotel, and the police had great difficulty in making a passage way for the Premier's carriage. Here a large Irish contingent with bands of music and banners flying turned out to meet Mr. Gladstone. The crowds cheered incessantly until he reappeared on the balcony of the hotel to bow his acknowledgments. He did not address the assemblage.

Mr. Gladstone says he feels no ill effects from his journey and that he is extremely gratified at the reception he has met with at every place he has passed.

Mr. Gladstone will speak at Glasgow on Tuesday. The meeting which he will address will be held in Hengler's circus, which will hold 5,000 persons.

MR. GOSCHEN'S MANIFESTO.

HE HAS NOTHING TO TAKE BACK AND STILL BELIEVES MR. GLADSTONE'S SCHEME INDEFENSIBLE.

LONDON, June 17.—Mr. Goschen has issued a manifesto to the electors of Edinburgh. He says: "I have said nothing in my speeches which I wish to retract. I deny that there is no alternative between Mr. Gladstone's scheme and coercion. I deny that the Parnellites must be the sole arbiters, or that a separate Irish Parliament and Executive is the only feasible solution of the Irish question. I favor large measures of decentralization relieving the Imperial Parliament of a portion of its work, but these should always be subject to the control of the Imperial Parliament.

"Justice to Ireland must not inculcate injustice to one-third of her population. Mr. Gladstone's scheme is indefensible in principle and unworkable in practice. It only reserves to the Imperial Parliament a paper supremacy. The adherents of Mr. Gladstone do not defend the details of the scheme, they simply maintain the abstract principle of Home Rule. Therefore, their accusation that the opponents of the scheme have no definite alternative recoils on their own head. But the Unionists are willing to extend local powers of self-government equally applicable to England and Scotland, such powers to be always subject to Imperial control.

"No desire for momentary relief, no appeal of party or class ought to divert the people from defending the supremacy of Parliament, which is the real issue at stake. Therefore, I ask you, electors of Edinburgh, to return me to Parliament and thus indicate your desire for the defence of its supremacy."

DAMAGE DONE BY A TORNADO.

JAMESTOWN, June 17 (*Special*).—A tornado near here, about 8:30 this morning, did great damage to property. Bridges were swept away, buildings blown and roadways obstructed.

CLEVER RADICAL STRATEGY.

A PROMISE OF RELIEF TO THE HOME RULERS.

THE ELECTION EXPENSE BILL PASSED TO A THIRD READING IN THE COMMONS—TALK OF ITS REJECTION BY THE LORDS—MR. BRADLAUGH ON THE ISSUE.

[BY CABLE TO THE TRIBUNE.]

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LONDON, June 17.—The Opposition members are much exercised by the passage to a third reading of the Election Expense bill which promises to relieve the Home Rule Gladstonians of the burden of meeting with an empty exchequer the abundant money resources of their foes. Some interesting points on this subject have been furnished THE TRIBUNE representative by a leading Radical who voted for the bill, and by Mr. Bradlaugh. The first said:

"The most important action yet taken by Parliament in connection with the coming elections was the passage last night to a third reading of the bill putting the election expenses of candidates upon the rate payers, which was cleverly carried through the committee stage by Mr. Labouchere on Saturday morning before the adjournment. This bill was originally promoted by Mr. Labouchere, who informed me some weeks ago of his intention, with the cordial co-operation of Mr. Gladstone, to carry the measure as a practical step toward liberating the electorate from their dependence upon the moneyed classes of the community."

Mr. Bradlaugh—Mr. Labouchere's colleague—has worked indefatigably in support of the measure, for the sources from which the expenses of his contests in Northampton have been heretofore met have been seriously threatened by the existing split in the Radical ranks. In reply to queries as to the special importance of the measure at this moment Mr. Bradlaugh said:

"Mr. Labouchere has pointed to the condition of the registration, which under the occupation clause as it now exists makes it impossible for thousands of migratory workingmen to qualify as voters in their present domiciles before the elections come off, so that the burden of necessary expenses upon the poorer classes of voters must be inordinately increased. I must admit that the Election Expense bill may be said to have been sprung upon the House by us, but it does not lie in the mouth of our Tory opponents to make this a reproach to us or to the bill. It has been the custom of the Tories for years to spring bills on the House in this way and it would make a large hole in the statutes to strike out all the Conservative measures thus enacted.

"There is some tall talk on the other side about the rejection of the bill by the Lords. As a Radical Democrat I shall be glad if they do reject it, for that will give us a capital opportunity for rating them soundly before the people. In times past landlords and moneyed men elected their own representatives by the simple process of paying their election expenses. The people do not wish to see this system kept up.

"As for the principle of the bill the people I represent will gladly accept it, though the moderate Liberals are likely to object to it as much as the Tories. As one of the chief promoters of the bill I would rather have it criticised by its opponents, but one thing I am quite willing to say is that if the bill becomes law and I am returned to the next Parliament I intend to propose amendments which will make any candidate responsible for his own expenses who fails to poll one-eighth of the constituency at least. This will prevent mere adventurers from amusing themselves as amateur candidates at the expense of the rate-payers."

MR. CHAMBERLAIN'S PRINCIPLES.

ANY CONCESSION TO THE AMERICAN IRISH WOULD BE SURRENDER TO DYNAMITE.

LONDON, June 17.—Mr. Chamberlain, in a speech at Birmingham, denied that there was any difference in the principles upon which Lord Hartington and himself desired to deal with Ireland. He vigorously condemned the attempts to substitute for freedom of thought among the Liberals blind subservience to the party leader. He declared that "any concession to the American Irish, who are unquenchably hostile to England, would be abject surrender to dynamite." He questioned whether the bulk of the Irish would reject anything short of autonomy.

PROGRESS OF THE ELECTION CANVASS.

LONDON, June 17.—Mr. Caine, Liberal, has issued a manifesto to his constituents at Barrow. He says it is an easy matter to draft an alternative to Mr. Gladstone's Home Rule scheme which would give Ireland wide self-government and at the same time leave the Imperial Parliament intact. He declares that he will oppose any scheme to buy out Irish landlords with English money.

A circular signed by Thomas Power O'Connor, M. P., has been issued to 400 branches of the Irish National League in Great Britain. It orders the formation of election committees and other preparations for the coming struggle and says that explicit instructions to support Gladstonian Liberals cordially and energetically will be forwarded later.

Lord Iddesleigh writes to an inquirer:

No Conservative Government would or could introduce a bill to establish a separate Parliament for Ireland. In regard to Earl Carnarvon, it was his duty to make himself acquainted with the views and feelings of all classes in Ireland. He simply sought an interview with Mr. Parnell to ascertain the precise objects of the Nationalists. Lord Salisbury's Cabinet certainly never entertained proposals for or tending to the establishment of an Irish Parliament.

Lord Salisbury, replying to a correspondent who calls Mr. Gladstone's reference in his manifesto to coercion for twenty years a gross distortion of Lord Salisbury's words and a deliberate misstatement, says: "I think your language hardly exaggerated. I never proposed to enforce new repressive laws for twenty years."

Jesse Collings has issued a manifesto to agriculturists appealing to them to oppose the Government, stating that their interests are being neglected for the Irish question.

RAISING MONEY HERE FOR IRELAND.

The Irish Parliamentary Fund Association yesterday received $10 through *The Sun* from P. B. Egan, No. 42 Clinton place. Mathew Leavy, who is busy working among the brewers, has handed in $250 and $200 from his employes, each one of whom has promised a stated sum each week until Ireland has her own Parliament.

A public meeting of branch No. 1 of the Irish National League was held last evening at No. 61 Union place, J. Delahanty presiding. M. D. Gallagher, president of the Municipal Council; J. P. Foley and Edward F. Morrissy delivered stirring addresses. Delegates to the Municipal Council were elected. Fifty dollars were subscribed and with the amount already on hand will enable Treasurer Gallagher to hand in another $100 to the Municipal Council at its next meeting.

CHURCH AND STATE RECONCILED.

PARIS, June 17.—President Grevy performed the usual ceremonial attending the handing of the red berettas to the three new French Cardinals created at the recent Papal Consistory. Cardinal Bernadon responded for his colleagues. He said:

This new dignity gives a still more sacred character to our obligations toward the Church and France. As French Cardinals we will not cease to pray to God for France. We shall teach according to Christ obedience to the laws, divine and human, and respect for established authority.

President Grevy replied, thanking the Cardinal for the sentiments expressed, which, he said, reconciled the interests of the Church and those of France.

REJECTION OF THE EXPULSION BILL.

PARIS, June 17.—The Senate Committee has rejected by a vote of 5 to 3 all proposals for the expulsion of the princes.

FRANCE EXHAUSTING GERMANY'S PATIENCE.

LONDON, June 18.—A semi-official communication from Berlin says that Germany's patience in regard to French Chauvinism is exhausted; that France is plainly striving to provoke a feeling hostile to Germany, not merely transient, but likely to lead to grave results.

FOR SEPARATION FROM CANADA.

HALIFAX, June 17.—Premier Fielding has received a number of telegrams from the different Provinces congratulating him on the victory on Tuesday in favor of separation from Canada.

ACCIDENT TO PRINCE VICTOR NAPOLEON.

PARIS, June 17. — Prince Victor Napoleon was driving in the Bois Boulogne to-day, when his horse became frightened and ran away. The Prince was thrown out of his conveyance. He fell on his head and was much hurt, receiving in addition a number of flesh wounds on his face.

PROHIBITING A CHURCH CONGRESS.

PARIS, June 17.—M. Goblet, Minister of Public Instruction, has prohibited the meeting of the Church Congress arranged to be held at Toulouse. The Archbishop of Toulouse protests that the congress is to be devotional and not deliberative, and denies that the Office of Public Instruction has the right to prohibit the meeting. The Archbishop announces that the congress will therefore be held despite M. Goblet's orders.

WAS LUDWIG A MADMAN OR A JESTER?

REMARKABLE DOCUMENTS TO PROVE HIS INSANITY—SEVERAL ARRESTS IN MUNICH.

MUNICH, June 17.—Among the documents which have been submitted to the Diet to prove the insanity of King Ludwig is a decree of the dead monarch sentencing all the Ministers to death, copies of which were sent to all the members of the Government, and a decree sentencing a number of the Ministers to banishment to America. The affidavits of thirty persons have been submitted in which it is stated that the King injured them by throwing at them knives, china and glass. There is also a document relating to a proposal of the King to form a Cabinet with his valet as president.

Dr. Schleiss denies giving an opinion upon the King's condition or publishing a report in the newspapers. He says that the chronic inflammation of the cerebral membranes justifies the theory of Ludwig's insanity, and that the normal condition of the cerebellum explains the the faculty of clear judgment possessed by the King in spite of the fact that in other respects his mind was diseased.

The Chamber of Deputies has begun the discussion of a bill introduced by the Government to establish a regency. The King left no will.

Several persons have been arrested here for distributing pamphlets containing attacks on the Bavarian Ministry for alleged relations to the circumstances attending King Ludwig's death.

The German Court will go into mourning for a period of three weeks on account of the death of King Ludwig. The Austrian Court will go into mourning for two weeks. Crown Prince Rudolph will attend the funeral on Saturday as the representative of the Austrian Court.

THE NEW FRENCH POSSESSIONS.

ANNEXATION OF THE NEW HEBRIDES ISLANDS IN DEFIANCE OF ENGLAND.

LONDON, June 17.—Advices from Noumea, the capital of New-Caledonia, received late this afternoon, state that the French man-of-war Dives has returned from the exp