THIRTY YEARS IN THE HAREM.*

Many people remember the handsome and popular Mehemet Kibrizli (the Cypriote), who was the Turkish ambassador in London some twenty years ago, and whose sudden return to Constantinople a good-natured public connected with some vague stories about a supposititious child imposed upon him by his wife, and the alleged murder by her of one of his slaves. The book before us purports to be written by the lady of whom these things were said, and her version of the facts and many other curious things are given in these pages. The book is a very strange one. At first sight it would almost seem to be an elaborate hoax, written by some one with a strong prejudice against the Turks and all their ways. But the publishers have no doubt satisfied themselves of its authenticity, and, indeed, it is too circumstantial, and deals with events too recent, and personages too well known, to make any other supposition probable. Still it is difficult for an Englishman to imagine the state of mind of any woman who could write such a book as this about herself. Madame Kibrisli was twice divorced, first from a Christian husband, on account of his incompatibility of temper, though where the marriage knot was so easily untied does not appear; and afterwards from Mehemet Kibrizli Pasha, in consequence of complications arising from an arrangement to substitute a borrowed child for their son, who was on the point of death, but who somewhat inconveniently recovered. These rather startling events are narrated with a naive unconsciousness that there is anything discreditable about them, or even unusual. With an equally unconscious candour, Madame Kibrizli narrates how, when accompanying her husband in his various government missions, she, without his knowledge, received from every one, high and low, presents of money and jewels, which the pasha himself, with a rectitude unusual in the East, always rigidly refused. It would certainly seem to countenance the theory that morality is a matter of climate and race, when an educated woman publishes to the world such things as these, things which an Englishwoman would hardly dare to trust to the pages of a well-locked journal. It is difficult to believe that even "Thirty Years in the Harem" would dull the moral consciousness of many women to such an abnormal degree. Some slight solution of the difficulty is, however, afforded by the evidently overweening opinion of herself entertained by Madame Kibrizli. Thus, she introduces herself to the reader with the following modest confession:—"I readily own to being of a very remarkable nature, endowed with a restless temperament and untiring energy—qualities that have enabled me to endure many vicissitudes that any ordinary mortal would certainly have succumbed to." "Experience," she says, "had taught her husband that nothing was impossible to a woman." She was the woman whose intellect was vaunted and admired by every one; she whom all were ready to consult as if she were an oracle. Quotations of this kind might be given by the score, and go far to explain the possibility of such a book as this being written and published. But perhaps the most curious feature of the matter is that this is an Apologia, and that Madame Kibrizli, while formally thanking God that He has so mercifully preserved her thus far from her enemies, relies upon His good Providence to enable her finally to overcome them, and to obtain justice for herself and her children. It does not appear whether it is the Mahomedan faith which inspires her with these devout aspirations, or the religion, Greek or other, which she professed during the brief and stormy period of her first marriages. But notwithstanding, or rather perhaps on account of, the strange character of the narrator, the story is an extremely amusing one, and is very satisfactorily free from any of the voluptuousness or improprieties which the title might seem to promise. The description, too, of Eastern life is minute and apparently faithful; and the endless intrigues of the Turkish courts are exposed with an unsparing hand. The latter half of the volume is entirely taken up with the account of the incessant persecution to which the writer was exposed by the malignant hatred of Feredeh, her successor as Mehemet Pasha's wife. But the somewhat exaggerated abuse which is heaped upon this unfortunate lady suggests a suspicion in the reader's mind that it would be hardly fair to pronounce a verdict upon the case without hearing the other side. It can, too, be well imagined that the presence of Madame Kibrizli in Constantinople, with her restless temperament and untiring energy, and the good looks of which she herself says, "How, indeed, could I be blind to the beauty I saw reflected in my mirror?" must have been a perpetual thorn in the side of the second wife, who, according to her rival's unimpeachable authority, was excessively plain. The present volume is only an instalment, as for the more satisfactory establishment of her character Madame Kibrizli proposes to publish an account of her vicissitudes in Europe during the six years which have elapsed since her flight from Constantinople—"years of martyrdom," she calls them. If the concluding portion of her adventures is as amusing as the first instalment, it ought to be as good an investment as most three-volume novels to the circulating libraries. It is perhaps hardly fair when, as in this case, a foreigner writes an English book, to complain that in a literary point of view the style is not of first-rate excellence, and that such strange phrases as "profess a sect," and similar curiosities, are of very frequent occurrence.

* "Thirty Years in the Harem." By MADAME KIBRIZLI MEHEMET PASHA (Chapman and Hall).

THE NEW RAILWAY AT FULHAM.

In the present session a bill was promoted for the construction of a railway, three miles in length, from a junction with the District Company's line near West Brompton to the station of the South Western Company at Barnes, at an estimated cost not exceeding £240,000, or £80,000 per mile. The object of the line is to open out the intermediate districts of Walham-green, Fulham, and Putney, and to afford the means of direct access between the District Railway and the Richmond and Windsor lines of the South-Western Company. The directors of the District were applied to by the promoter to work this railway on such terms as would be mutually beneficial, and the board are of opinion that the interests of the District Railway Company would justify them in making a provisional agreement, and the approval of the proprietors will be asked at the meeting next Saturday.

KINAHAN'S L.L. WHISKEY.—This celebrated and most delicious old mellow spirit is the very Cream of Irish Whiskies, in quality unrivalled, perfectly pure, and more wholesome than the finest Cognac Brandy. Note the words "Kinahan's L.L." on seal, label, and cork. Wholesale Depot, 20, Great Titchfield-street, Oxford-street, W.

DREADFUL RAILWAY ACCIDENTS.

A terrific collision occurred on Saturday on the Lancashire and Yorkshire Railway between Agecroft Bridge and Clifton Junction, near Manchester. The 11.30 a.m. express train from Manchester to Southport approached Clifton Junction at a rate of about 30 miles an hour, when a coal train, *en route* for Stalybridge, came out of a siding owing to a mistake in signalling, and, passing on to the main line, came into collision with the Southport express. The engine of the coal train struck the express engine on the right side, shattering the woodwork and buffers to splinters, crushing up the ironwork at the front of the engine, and throwing the express engine off the line. The tender was severed from the train and pitched to a distance, the wheels being thrown on the other side of the line. The carriages of the express train were entirely smashed to pieces, and several of the waggons behind the engine of the coal train were also broken up. The driver of the coal train, named Saxon, on seeing the danger he was in, jumped from his engine and escaped unhurt. The stoker was injured and rendered insensible. Immediately after the accident a large gang of the company's servants was despatched to the spot to the relief of those who had suffered. Four persons were killed. They were:—William Hilton, of Preston; Thos. Holmes and Emma Crossley, of Manchester; and a man not yet identified. Serious injuries were sustained by about a dozen persons, one of whom has since died. They were removed to cottages near to the spot, and to the Salford Dispensary. All traffic on the line was completely stopped for the remainder of the day. The line was torn up to such an extent that it required the whole available force at the service of the company in the district to make the necessary repairs.

Early on Saturday morning an alarming accident occurred on the Team Valley Extension Railway near Sunderland Bridge, three miles south of Durham. It appears that the express from London had just cleared the viaduct which spans the Wear at Sunderland Bridge and commenced the ascent of Burn Gill-bank, when a saloon carriage in the centre of the train jumped off the metals, and dragged off the rails the whole of the vehicles behind it, all of which were filled with passengers. The men in charge of the train, perceiving that an accident had occurred, brought the engine to a stand-still without any of the carriages being precipitated into the valley below the line. The passengers were shaken a little, but no injuries had been sustained by any one.

THE BELGIAN TIR.

With regard to the visit of the English Volunteers to Belgium next month, sanction for which has been given by the Secretary for War, a meeting of the Council of the Anglo-Belgian Prize Fund was held, and a numerous committee was appointed to co-operate with the council. It was announced that very numerous applications from all parts of the kingdom were coming in; and a deputation was appointed to proceed at once to Belgium, and ascertain what arrangements had been made on this side for the event.

CARMEN'S OFFENCES.

Three cases in which cabmen were the defendants came before the metropolitan police-courts on Saturday. At Bow-street George James was fined in a small penalty for leaving his vehicle unattended. At Marlborough-street a man was fined 30s and 12s 6d costs for having ill-treated his horse. The principal facts were deposed to by Sir Henry Hoare, M.P. At Westminster James Holford was summoned for furious driving and running over a child eight years of age. The case was adjourned in order that the defendant might have an opportunity of compensating the child's parents.

TEARING UP A WILL.

The validity of the will of the late Mr. Barker, who was a butcher at Bromley, near Leeds, was tried at the assizes in that town on Saturday. In 1866 he made his will, which was now produced in court, and had evidently been torn and pasted together again by means of pieces of calico. One side maintained that the testator had revoked his will by tearing it, and the other side maintained that the testator's wife had torn it in a rage, and that the testator had taken care of it since and had since acknowledged it as his will. The will left all the testator's property to his wife. Witnesses were called to establish the fact that the will, as it at present exists, had been shown by the testator after it had been torn and mended. The relations opposing the will were obliged to submit to a verdict establishing it, and the widow gave them £50 towards their costs.

BURGLARIES.

Two desperadoes are now in Chelmsford Gaol, awaiting their trial for burglary. The information of their capture was sent to the Kent police officials, it being believed that they were the fellows so long wanted for burglaries committed between Dartford and Maidstone. A number of officers went to Chelmsford gaol, and there identified the captives as the men who had been seen in the vicinity of the Rev. Mr. Allen's house at Hawley shortly before it was plundered; in the neighbourhood of Wombwell-hall, near Dartford, a few hours before the robbery there; and near the Wildernesse, Sevenoaks, from which was made the succesful sweep of Lady Louisa Mills's jewellery while she was at dinner. An officer also identifies Jones as the man who fired at him twice with a revolver after a burglary at Rochester last winter.

COURT OF BANKRUPTCY.

An application was made to Mr. Registrar Murray on Saturday in the case of E. Vigers, under the following circumstances:—The debtor was described as a builder, of the Harrow-road. The petition for liquidation was filed some few weeks back, the liabilities being returned at £90,000, and the assets £60,000, consisting principally of the debtor's interest in building agreements. Mr. R. Griffiths, on behalf of the debtor, stated that since the filing of the petition proceedings by way of a debtor's summons had been instituted by Messrs. Thompson and Smith, builders, of Paddington, with a view to bankruptcy, and it being very important that the estate should be protected for the benefit of the creditors, he asked that these proceedings might be restrained until after certain resolutions come to by the creditors should be confirmed by registration. Mr. Bagley, who appeared for the petitioning creditors, offered no opposition, and his Honour adjourned the case, to enable resolutions to be registered.

THE turret-ship Glatton was brought up the Medway on Saturday morning by the Monkey, steam tender, and was moored in Gillingham Reach, where she will remain until she is ready to go into dock.

AT Guildhall Police-court on Saturday, William Cartwright was accused of obtaining by false pretences, from a person in Gloucester who had advertised the instrument for sale, a fiddle, worth £25; and the prisoner, whose intercepted correspondence showed that he made a practice of answering similar advertisements, was remanded, there being several charges against him.

THE CATTLE PLAGUE.

Mr. Forster, replying to Colonel Barttelot, in the House of Commons on Saturday afternoon, could only repeat the information he had already given to the House with regard to the cattle plague. Seven cargoes had arrived at our ports containing infected animals amongst those cargoes; viz., two at Deptford, one at Hull, one at Leith, two at Newcastle, and one at Hartlepool. Four of them came direct from Cronstadt, two to Deptford, one to Leith, and one to Hull. The other three came from Hamburg. The first of these cargoes contained Russian cattle; in the other there were believed to be no Russian animals. The steps which had been taken were these:—The import from Russia was entirely prohibited; in regard to the German beasts it would be a most serious matter entirely to prohibit their importation. The effect would be immensely to diminish the supply of meat in this country, and especially in London, and nothing but the most absolute necessity would justify such a step; but in consequence of the Privy Council having proof that the cattle plague must exist at Hamburg although the German authorities did not believe it, they had thought it right to cancel the order admitting the animals from Schleswig Holstein into the interior, on account of Schleswig Holstein being so near to Hamburg. In addition to that they had issued an order that all sheep coming from Germany must be slaughtered at the port of landing. They were most carefully watching the state of the imports, and they trusted that it would not be necessary to issue further orders. They had given special directions to their inspectors to watch all cargoes coming from Hamburg, even although they were to be slaughtered at the ports. He was in a difficult position in dealing with this matter. On the one hand there was the natural fear of all persons interested, either in the production or consumption of cattle, lest the disease should not be kept out; on the other hand there was the feeling that the restriction they were obliged to make had something to do with the high price of meat. He believed the latter idea was very much exaggerated, but he must remind those who held it that if the Privy Council were to admit, as they had been requested to do, all German animals into the interior he could not see how the spread of the cattle plague into the country could have been prevented; inasmuch as disease took seven days to develop, whilst the passage from Hamburg was only three or four days.

THE CASE OF LIEUTENANT TRIBE.

On the motion for going into committee of supply, in the House of Commons, on Saturday last,

Lord ELCHO rose to move an address for copy of the proceedings of the court of inquiry held at Aldershot on Lieutenant Tribe of the 9th Lancers, together with his Royal Highness the Duke of Cambridge's decision. He strongly protested against the course taken by the Government with regard to the business of the House, which had had the effect of depriving private members of the opportunity of bringing forward their motions early in the session. He explained that this motion was intended solely as a protest against the *ex parte* statements made by Lieutenant Tribe's friends in the press against the answers which had been given by the Secretary of State to questions in the House, by which he had endorsed the statements of the Press, and which was calculated to injure the character of one of the most gallant regiments in the service. It had been stated that Mr. Tribe was the first to receive a commission under the new non-purchase scheme; that he had passed with distinction at Sandhurst; that he had not joined at once, having obtained leave of absence in order to undergo another examination; that in consequence of his refusal to exchange into another regiment he had been sent to Coventry, and had also been accused of falsehood and placed under arrest; that after the Court of Inquiry was held, the Commander-in-Chief ordered him to resume his duties and had found it necessary to give the officers a piece of his mind, which was not likely to afford them much pleasure. The facts were that Mr. Tribe was not the first to receive a commission under the new system; that he did not pass at Sandhurst, but, like all purchase officers, at Chelsea; that he was in no respect different from any other purchase officer, except that he got his commission without purchase, owing to the passing by Prerogative of the bill of last session; that although he obtained leave to undergo another examination for matriculation at the London University, he did not do so, and did not take the necessary steps for doing so; that he was reported as unfit for a cavalry officer, and was put under arrest because he had thrown himself from his horse in the riding school, as he had previously done at Sandhurst; and that two charges of falsehood had been preferred against him. His case was sent before a court of inquiry which did not report owing to the receipt of a telegram from the military authorities requesting them not to do so. The proceedings were forwarded to the authorities, and the result was a memorandum, which commenced "If Mr. Tribe elects to remain in the army he must remain in the 9th Lancers, although his conduct in some respects was not such as had hitherto been characteristic of the British army." The tendency of this memorandum was to affirm rather than to acquit Mr. Tribe of the charges made against him. Following this the Adjutant-General visited Aldershot and assembled the officers of the 9th Lancers and requested them to receive Mr. Tribe socially. He (Lord Elcho) had no doubt but that the reply would be that under the circumstances they must respectfully decline to do so. Mr. Tribe had, he believed, been three times under arrest for absenting himself without leave from the stables; and on Thursday he received a telegram saying that this officer was then under arrest, and that charges of falsehood and bribery were made against him. The action that had been taken by the authorities appeared to indicate that the charges made against him were not entirely groundless, and that an unrefuted charge of falsehood was not inconsistent with the position of an officer and a gentleman. The Secretary for War had by his answers in the House appeared to endorse the statements made in the press, and to convey a false impression. He brought this subject before the attention of the House in order to justify the character of a gallant regiment.

Mr. CARDWELL said the case had been dealt with as a case of discipline by the military authorities, and did not then come under his notice, but when it became a question before the House, he read through the circumstances, and was confirmed in the opinion that everything had been correctly done. An inquiry was being made into the whole case, and whilst Lieutenant Tribe was under arrest pending that inquiry, it was impossible to lay the papers on the table of the House.

After some remarks from Colonel Barttelot and Colonel North,

Sir JOHN PAKINGTON complained that the Government had postponed important business for the sake of passing a Ballot Bill, so that several millions of money now remained to be voted.

After a few observations from Sir H. Storks, Mr. Sclater Booth, and Mr. Ayrton, the subject dropped.

A COMMITTEE has been formed for the purpose of promoting the purchase of Mr. John Leech's "Outlines" for one of our national collections. The list is now open, and subscriptions may be forwarded to Mr. A. A. Hutton, secretary to the committee, 31, Gloucester-square, W.

"Nothing succeeds like success." The increasing demand for Horniman's Pure Tea is owing to its great strength, delicious flavour, and real cheapness. Sold, in packets, by 2,000 agents.

RAILWAY AMALGAMATION.

The report of the Select Committee on Railway Amalgamation has been presented. It is a very lengthy document. The committee conclude that:—

Past amalgamations have not brought with them the evils which were anticipated. Competition between railways exists only to a limited extent, and cannot be maintained by legislation. Combination between railway companies is increasing, and is likely to increase, whether by amalgamation or otherwise. The present and future amalgamation bills should be referred to a permanent and specially selected joint committee; and such committee should also consider carefully what special conditions each amalgamation requires, whether for the protection of the public who are interested in such railways, or of other companies. And care should be taken that no traders or other persons who have any interest in procuring fair terms and conditions from the amalgamating companies are excluded by any rules concerning *locus standi* from appearing before such committee, and we see no reason why public departments should not have the right of so appearing before this, and indeed before every other, railway committee.

The conclusions to which the committee have arrived may be briefly summarised:—

No inland navigation now in the hands of a public trust should be transferred to or placed under the control of a railway company.

The utmost facilities should be given for the amalgamation of adjoining canals with one another, or with adjoining inland navigations.

No canal should be transferred to or placed directly or indirectly under the control of any railway company, nor should any temporary lease of any canal to a railway company be continued, unless an offer of the canal has been first made to the companies owning adjacent canals, or to any trust owning an adjacent inland navigation, and has been by them rejected.

The principles of the Railway and Canal Traffic Act should be strictly carried into effect by requiring every railway company owning a canal to maintain it in a state of thorough efficiency, to give every facility for through traffic, and to remove every obstacle, whether in the shape of bar tolls or otherwise, which are imposed for the purpose of impeding through traffic, and these obligations should be enforced by proceedings before the commissioners mentioned below.

Equal mileage rates are inexpedient. It is impracticable to establish any standard for the revision of rates and fares founded on cost and profit. There would be much difficulty, and little, if any, gain to the public in determining a maximum scale of "terminal charges." Immediate reduction of rates and fares can scarcely be made so as to be effectual at present, and would certainly be ineffectual in the future. Periodical revision of rates and fares is impracticable without some standard of revision. Revision of rates and fares founded on a limitation of dividend to a fixed amount is undesirable in the interest of the public. Revision of rates and fares founded on a division of profit above a certain amount between the companies and the public is attended in this country with great, if not insuperable, difficulties. A new and uniform classification of rates is desirable and practicable; and there should be power to alter the classification from time to time.

Whilst on the one hand there may be amalgamations so large as to be objectionable, and whilst on the other there are cases in which amalgamation is obviously desirable, it is impossible to rearrange the railway map, or to determine by any general scheme what amalgamations shall be allowed, and what shall not.

In the event of branch railways being wanted and being refused by the existing companies, power should be given to local authorities to make them; or to guarantee the existing companies a certain amount of traffic; and on such guarantee being given, the companies should be bound to make and work the line. If differences should arise between the local authorities and the companies they should be settled by the said commissioners.

The Railway and Canal Traffic Act ought to be amended and explained by enabling every company to make through rates and fares to or from any station on any other railway, the rate to be divided as a general rule according to mileage after allowing for terminals, but with a provision that if any objections be made to the proposed rate of division as unfair, and no agreement can be come to, the commissioners mentioned below shall upon the application of any of the companies interested, fix the proportion in which the receipts should be divided.

Running powers may be usefully given in certain cases, and the propriety of giving them should be carefully considered by the committees on amalgamation bills. But it is not practicable or desirable to give to railway companies generally running powers over the lines of other companies, or to treat those powers as conditions to be imposed by general legislation; and differences as to running powers, when given, should be settled by the said commissioners.

To perform the various duties referred to in this report, a special body should be constituted, entitled the railway and canal commission, which should consist of not less than three members—a chairman and two others—one of whom should be a lawyer of high standing, and one at least should be thoroughly acquainted with the details and practice of railway management.

AN IRISH MURDER.

Yet another murder in Ireland. A process-server named Tunbridge was shot in the town of Ballinrobe. Three shots were fired at him, one striking him in the neck, another in the stomach, and after 24 hours' agony the unfortunate man expired. Two men were arrested, one of them being a soldier; he, however, was liberated shortly after, but the other, named Fahy, is still in custody. A six-barrel revolver, with three discharged barrels, has been found near the scene of the outrage. No reason has yet been assigned for the murder.

ROBBERY BY A POSTMASTER.

At Leeds assizes, on Saturday, David Booth, for some years postmaster at Kirkburton, was indicted for stealing large sums of money which had come into his hands in his official capacity. It appeared that the prisoner had on many occasions stolen cheques, stamps, and post-office orders, and forged the signatures of several persons. He pleaded guilty, but alleged in extenuation of his offence that he had been in pecuniary difficulties, from which, it would seem, he thought he might recover by entering upon a system of theft and forgery. He was sentenced to penal servitude for ten years.

COLONEL COLOMB is to recite his Royalist story, "Donnington Castle," before a Berkshire meeting, in the character and costume of Sir Richard Lovelace, the Kentish poet.

THE fruit crop of 1872, according to the *Gardener's Magazine*, is probably the smallest that the most experienced and observant cultivator can call to remembrance. It is certainly but little better than no crop at all, and in many fruit-growing districts will not pay for gathering, and therefore, perhaps, will be lost entirely.

A MASS MEETING of working-men was held at Bradford on Saturday afternoon to protest against the present high price of butchers' meat. Resolutions were passed, pledging those present to abstain from the use of butchers' meat for a month, and totally from the consumption of veal and lamb.

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