MEMPHIS APPEAL.
WEDNESDAY : : NOVEMBER 11, 1885

WHAT IS COMING.

The silver dollars, now the small bills have been withdrawn, are going out heavily, notwithstanding the fact that decreased confidence prevails in their ability to sustain their present current value. It is said that the present is a good time to borrow, so that when the crisis comes silver dollars at eighty cents can be used to pay debts contracted at a hundred cents. If the debtors alone knew the secret they might do a nice cheating business, but the lending fly does not so readily enter the borrowing spider's parlor, for we find the business papers saying: "Men who have money to lend understand and decline to make long loans except upon contracts calling for payment in gold. Foreign capitalists who have money to loan have instructed their agents here to loan only upon such contracts. This makes it harder to borrow, and the very policy which the Blands and Warners advocate for the benefit of borrowers in fact works to their disadvantage. And borrowers are beginning to see that this is so." But working people, and persons receiving fixed incomes, will be in the lurch. They have been warned, but they will not move for their own safety.

THE GREAT IRISH LEADER.

One of the most interesting facts developed in history is the influence individual men have exercised upon their age and country. In modern history Luther stands prominent where kings are forgotten and noblemen remain obscure. Our own Washington is still a living influence. Napoleon had more glitter, but to-day, while we admire the conqueror, we despise the man. His memory is not influencing the course of current history as the solid and humane qualities of Washington are, for those who are pushing on the prevailing progress toward freedom find inspiration in Washington's solid virtues and seek courage and counsel from his noble example. To-day we see England and Ireland guided, impelled and inspirited by two men—Gladstone and Parnell. The telegraphic columns of the APPEAL yesterday showed how Gladstone is leading on the English people from old prejudices toward new ideas and an enlightened policy. In Ireland we see Parnell, a man of English descent, and but little removed from English ancestry, a Protestant, yet leading on Keltic and Roman Catholic Ireland toward the freedom so long and so basely withheld. Upon him has fallen the mantle of the great O'Connell, and like that wonderful man he sways the hearts of the long down-trodden people, and gives them victory over English lords and princes, and compels even the bitter Tory to seek his good will and court his co-operation. On he goes from triumph to triumph. The dense prejudices of the people melt away before him, their local animosities, their personal enmities, their religious rancor, their quarrels, bickerings and strifes fall away before him as the demons retreat before the sword of Michael. He has made his people understand and accede to the influence of that grand and comprehensive patriotism that exalts country above local interests, family aggrandizement and personal ambition. At this moment his attitude has in it a grandeur that is sublime. A new Parliament, in which Ireland's cause is to be pleaded and advanced, is about to be elected, and we find the indomitable and untiring Parnell passing from county to county and from city to city, everywhere conciliating enmities, allaying strife, reconciling differences, and concentrating the national will and the national effort on the one mighty overpowering object of freeing the land from foreign oppression, and winning for the people that standing among the nations to which their bravery, their genius, and the earnest vigor of the national mind and soul and heart entitle them to claim and hold. Brilliant and lofty is the galaxy of Ireland's patriots, heroes, statesmen and martyrs. Among them Parnell will take a high place in future history. They aroused and sustained the national spirit in its Egyptian captivity; they led the hosts, often distracted, divided and contending among themselves, through the desolation of the verdureless and dreary desert; he, like a conquering Joshua, stands at the entrance of the long panted for, coveted promised land. At this moment he is marshaling his country's ranks, bringing them into order of battle, ready to march on against tradition and power and hate, the keen fire of inherited prejudice and the stubborn walls of malign bigotry. Will he succeed? What he has done is the presage of what he will yet accomplish. He cannot make Ireland a separate empire, but he can and will make it a component and an equal power in the eminence of British rule. "Great Britain and Ireland" have long stood side by side in government proclamations and Parliamentary acts, but henceforth it will be Great Britain and Ireland in fact and in fact, and the movements and dominion and rule of Great Britain must be with Ireland's concurrence and participation. Much as there is that is remarkable in all this, nothing is more so than the important material aid to all that has been done that has been contributed from England's former colony, in which Washington and his fellow-patriots were rebels against English tyranny and injustice.

CAPITALIST AND LABORER—A CONTRAST.

Year by year the struggle between capital and labor becomes stronger, and year by year each tries to increase its power by the aid of co-operation. The APPEAL'S telegrams on Saturday told of an immense union organized among the railroad capitalists. Instead of competing, the lines are to co-operate. The managers, strong in their privileges, are prepared to tighten the screw by combining the action of all the monopolies under the co-operation of organized councils, committees, referees, and a grand umpire over all. These are to fix prices—the public to pay them. It is to be hoped the opponents of a Railway Commission find the grand conspiracy against the public purse as satisfactory to their desires as it is in accordance with their principles. The APPEAL telegrams also told of a meeting of the toilers at Chattanooga, and the resolutions they adopted are worth looking at and meditating upon in connection with the trunk lines' railway agreement. This agreement or contract was nothing more nor less than the formation of a trades union, the object being to secure prices such as are unattainable or unsustainable without such union. The object of the railway trade union is solely pecuniary. There is nothing in the scope of the whole policy agreed upon outside the interests of the roads, and the security or augmentation of their gains. The State labor convention at Chattanooga was also a trades union matter, having in view the sustaining and augmentation of the payment of labor. Thus far both had the same selfish objects in view, and to that selfish end the railway "bosses," confined their action. Not so the workingmen. In their resolutions, while asserting their aims and defending their policy, they are not so wrapped and hedged around by selfish considerations as to be unable to see that other ends are to be sought by good citizens besides those of money. Their resolutions demand better school-houses in the State, longer school terms, more competent teachers and better pay for them, also the erection of houses of correction where ill brought-up children who have violated the law may be taught and be kept from communication with hardened criminals; also that children shall not be employed in tender years; cultivation of mutual sympathy among the toiling class is commended, and a determination expressed to oppose discrimination among workingmen "on account of color, race, or previous condition." Who can compare the action of the railroad capitalists and that of the toilers without observing and admiring the superiority of the proceedings of the latter compared with those of the former? In none of the trade journals have we found any denunciation of the action of the railroad capitalists, but because the steamboat laborers running from New Orleans have succeeded in securing an addition to their pay, we find one of the most prominent trade journals, the New York *Bulletin*, vehement in denunciation. It accuses the Knights of Labor of usurping the functions of Congress and undertaking the "regulation of commerce," and states that "the 'Knights' have advanced the rate to $75 and $80 a month, and the boats have to pay it. The steamboat hands are all colored people, and the boats now would seem to be at their mercy. The boats have their regular trade between New Orleans and the points above on the Mississippi and Red rivers, and most of them have contracts for carrying cotton, and when the deck hands present their demands, it is usually in the nature of a vermillion edict, and there is no alternative but to submit." The railroad trades union also presents its demands as well as the steamboat hand; how happens it the *Bulletin* has nothing to say about freight contractors advancing rates in their case? The people notice these things, and when the laborer and the capitalist engage in a struggle they are on the laborer's side.

RUSSIA AND THE BALKANS.

If the statement of the *Journal des Debats* of Paris, that Austria and Germany have joined England, France and Italy against Russia in the Balkan imbroglio, prove correct, the news is good for Europe. Russia seeks to live and prosper by war, as nations so often did a century ago and many centuries before then. European nations, unhappily, still support large standing armies, but they do not make war their principal occupation. Russia does. Everything in its policy is made subservient to invasion and the plunder of conquered peoples. Russia is a standing menace to the whole policy and the entire peace of Europe. Its great aim is to obtain possession of Constantinople, and with it the command of the Straits of the Dardanelles. Those objects attained, the Mediterranean Sea lies open before it, and a glance at the map will show how that power would give its vast armies and its increasing navy access to the coasts of the richest nations in the world. If, in the Balkans affair, the five great European powers have united against Russia they have done a wise thing for their own peace and safety. The Roumelian and Bulgarian people desire to form one nationality, and their will, not the supposed interests of other countries, ought to be paramount. England and France have been in favor of ratifying the action of the people concerned, and if Austria and Germany have joined with them, that policy will prevail. Italy will do as the others agree. That the powers should again combine against Russian policy, as they did at the treaty of Berlin, must be mortifying to the last degree to that power, but every opponent of despotism and tyranny will say, let her be mortified.

JAPANESE POSTAL SERVICE.

Remarkable Success of the United States System in the Far East.

NEW YORK, November 10.—The Auranie, which arrived here yesterday, had on a passenger Nomura, Postmaster-General of Japan. He was found talking with the Postmaster-general of the postoffices in Japan, and who talked English fluently. The latter is a brother of the Japanese consul in this city. He was educated in this country, where he passed seven years. In a report, he says: "Upon my return Mr. Nomura I have traveled all over Europe in search of information which will benefit the postal service of Japan. In no country in the world have I found anything to equal the efficiency and reliability of the mail service in the United States, from which method our system in Japan has been copied. In Germany we have the carrier service as in New York, and, in addition, have added a savings bank to all postoffices there. The latter scheme was worked remarkably well, and the people are much pleased with it. At the Universal Postal Union held at Lisbon in February last, we found that the ideas of the European countries were so crude and the operation of the mail system so cumbrous, and in many instances so uncertain, that we adopted the plan used in the United States, and with gratifying success."

INDIAN OUTRAGES IN NEW MEXICO

Ranchers Killed at Indian Springs and Lake Valley.

DEMING, N. M., November 10.—The band of Indians who raided the Missouri and Florida Cattle Company ranch Saturday, killed a rancher named Hay at Indian Springs the same night. The same band was seen last night near Cambray station, twenty miles east of here.

Another Rancher Killed.

LAKE VALLEY, N. M., November 10.—B. F. Parks, who is just in from his ranch, reports that Jacob Halling, lately from New Orleans, was killed by a band of Indians who attacked his ranch. Two of the Indians were badly wounded.

Kate Field's Lecture on Mormonism

NEW YORK, November 10.—In reply to a letter signed by William M. Evarts, Abram S. Hewitt, Joseph W. Drexel, Horace Porter, David Dudley Field, the Rev. Robert Colyer, the Rev. Dr. John Hall, Henry Ward Beecher, George William Curtis and others, inviting her to deliver her lecture on the "Social and Political Crimes of Utah," Miss Kate Field has promised to do so on the evening of the 28th instant.

National Butter and Cheese Association.

CHICAGO, ILL., November 10.—The twelfth annual convention of the National Butter, Cheese and Eggs Association began to-day. Between 400 and 500 delegates are present, and large contingents have arrived from New York, Boston, Philadelphia, Washington and Cincinnati. It is expected that an appeal will be made to Congress to legislate upon the butterine question.

The Fat Stock Show at Chicago.

CHICAGO, ILL., November 10.—The eighth annual American Fat Stock and Derby Show began here this morning at the Exposition building. Nearly all the famous herds of fancy cattle in the United States and Canada are well represented, and in Clydesdale, Percheron and other draft horses the display is said to be unusually large and fine.

A Strong Endowment

Is conferred upon that magnificent institution, the human system, by Dr. Pierce's "Golden Medical Discovery" that fortifies it against the encroachments of disease. It is the great blood purifier and alterative, and as a remedy for consumption, bronchitis, and all diseases of a wasting nature, its influence is rapid, efficacious and permanent. Sold everywhere.

The Evansville Bond Cases.

EVANSVILLE, IND., November 10.—It was decided at the meeting of the City Council last night to have the suits pending against the city for interest on the bonds appealed to the Supreme Court of the United States, notwithstanding the written remonstrance of a number of citizens.

The New American Prima Donna.

NEW YORK, November 10.—Miss Alma Fohstrom appeared last evening in *Lucia*, at the Academy. The critics agree that her voice is fresh, youthful and pleasant, if not strong. The *Tribune* says she won her way to the hearts of her listeners.

CRAIN, OF CUERO,

The New Representative from the Seventh Texas District, Interviewed on Coast Defenses and

The Deep Water Problem at the Various Ports in His State—What the People Want.

The Next Presidential Tickets—Cleveland's Lonely Life—The Smithsonian Institute—About Lamar.

(CORRESPONDENCE OF THE APPEAL.)

WASHINGTON, November 9.—Congressman W. H. Crain of Cuero, the new representative from the Seventh Texas district, has been in Washington several days arranging his household for the winter session. He has rented a house on Capitol Hill. In an interview to-day with your correspondent, Mr. Crain spoke as follows:

"As my district embraces nearly the entire coast of Texas, extending from Galveston bay to the mouth of the Rio Grande, and about 500 miles up that river to Eagle Pass, my constituents naturally feel a great interest in the solution of the deep-water problem at the various ports along the coast, in the question of coast defense and in the subject of the cultivation of friendly commercial relations with the people of the sister republic of Mexico.

"Under the provisions of the River and Harbor bill the Government Engineers have expended considerable money in endeavoring to deepen the water upon the bars at Brazos, Santiago, Aransas Pass, Pass Caballo at the mouth of the Brazos, and at Galveston, in my district, and at Sabine Pass, which is in the district represented by Col. Stewart of Houston.

"At Aransas Pass their efforts, according to the reports of the engineers in charge of the work, and the statements of reliable citizens living in the vicinity of the Pass, have been productive of beneficial results; while at Pass Caballo, Indianola, a permanent channel is reported to have been established by the jetty constructed from the eastern end of Saluria.

"The appropriations for the mouth of the Brazos have been so meager that the work done there has not accomplished large results. It is even asserted that the effect of the incomplete work at Brazos Santiago has been to lessen the depth of water upon the bar to about six feet, and I learn that additional freight charges are imposed at that place, owing to the inability of the Morgan steamers to enter the harbor at Brazos Santiago.

"There is a difference of opinion among the people of Galveston as to whether the government work has deepened the water on the bar at that place. By some people it is contended that there has been no perceptible increase, while others maintain that the depth has been increased fully two feet.

"At the first session of the Forty-eighth Congress a bill was introduced covering a proposition from Capt. Eads to furnish a depth of thirty feet upon the bar at Galveston, upon a plan of his own creation, and my predecessor, Maj. Ochiltree, caused to be stricken out of the river and harbor bill a proposed appropriation of $250,000 for the improvement of the river and harbor of Galveston. The bill, which was popularly known as the 'Eads bill,' failed to pass the House, and Capt. Eads has, I believe, abandoned the measure.

"At a recent meeting of the business men of Galveston, participated in by Senator Maxey and Congressmen Stewart, Miller and myself, the question of the best policy to be adopted for the obtaining of deep water was freely discussed, and it was finally determined that the subject should be left to the discretion of the Texas delegation. As to my individual action in the premises, I shall do all in my power to assist in securing the government aid necessary to obtain deep water upon every bar along the coast of Texas and at any port where the immediate or prospective necessities of commerce may demand an outlet to the high seas.

"In my opinion, the system is radically wrong under which the aid of the government is extended to works of internal improvement. In the first place, it should only be given necessary works of great national importance; and, secondly, the money appropriated should not be doled out in dribbles. Public improvements should be conducted upon business principles. If they be of sufficient importance to justify the expenditure of public money upon them it should not be worked either by lavish outlay or by niggardly and mistaken parsimony.

"If a business man contemplates the erection of a building he does not dig the foundation and then stop work until he can raise enough money to repair damages and build the foundation wall, and then stop a second time until he can gather funds sufficient to enable him to build a few feet above the ground, and thus continue, alternately repairing and building for many years, but he first procures from an architect a plan, specifications and an estimate of the probable cost of the building and only begins the work when he has enough money to rapidly complete it. In the consideration of a national plan of annual appropriations, however, a large portion of each annual appropriation is expended in repairing the plant and the damages done to it by the seas since the operations of the preceding year, and the remainder is insufficient to give the engineers in charge of the improvements continuous employment. If a large appropriation becomes available, which covers a period of at least one and sometimes two years, as is the case when the river and harbor bill fails to pass, in this way large amounts of the public money are annually wasted.

"It would seem whenever a work deemed of sufficient importance to justify the extending of government aid to complete it, that the entire amount of money necessary to that end should be appropriated at once, or at least a sufficient amount to keep the work going on constantly from year to year until its completion. In this way something tangible would be accomplished and there would be a true economy of expenditures instead of a wasteful outlay.

"While failures may have attended the efforts of the government engineers in some instances, I have no doubt that there are as much scientific knowledge and engineering ability among the engineer corps of the army as can be found among the same number of engineers anywhere in the world; and there is no reason why they should not succeed in securing deep water upon sand drift bars, if success is attainable at all in such cases, provided the general government will furnish the money in such a way as to enable them to carry out their plans without unnecessary delays.

"Let the Government first determine upon the commercial benefit or necessity, present or prospective, of any proposed improvement, then cause a plan for such improvement to be prepared, and finally appropriate the necessary amount of money to complete the work, placing it subject to the drafts of the engineers in charge, and, I have no doubt that the Engineer Corps, whose distinguished chief's recent achievement at Hell Gate has excited the admiration of the world, will conduct the work to a successful issue. It is admitted that the failure of the government engineers, in many instances, to accomplish expected results is justly attributable to the meagerness and uncertainty of government appropriations.

"Not only does the gulf coast need deep harbors, but, like the Atlantic coast, it needs protection from the attacks of a possible enemy's fleet, and liberal appropriations should be made for the erection of forts and for the preparation of other means for the defense of our seaboard cities."

THE NEXT PRESIDENTIAL TICKETS.

"Hendricks and Hill will be the ticket at the Democratic National Convention in 1888," said Senator Evarts last evening, while chatting with friends at Wormley's. "Nobody can guess what the platform will be, but it is sure to be noticeable for the entire absence of a civil service reform plank," added another gentleman who sat near.

"Yes, I think I can name the ticket at the Republican National Convention for three years hence," said a prominent Democrat to-day. "It will be Evarts and Logan, and don't you forget it."

A well-known Federal official in the Treasury Department said this morning that Mr. Cleveland would not allow the use of his name again in a Presidential convention. "His plans are even now partially formed for retirement at the close of his term," continued the official. "Don't you see that he is not attempting to take advantage of his position to gather about him a strong following, in a political sense?"

WEST TROY TROUBLES.

A number of prominent people from West Troy, N. Y., reached Washington about daylight a few days ago and arrested all their acquaintances and several officials of the government, to whom they related their troubles. This is a growing, ambitious little city, of perhaps 10,000 population, across the river from Troy proper. West Troy has a Presidential postoffice, where the special delivery system has just been established, and the citizens are mostly jealous of its bigger rival on the east bank. On several occasions during the past few years the Trojans have endeavored to extend their postal delivery to the little city and make it a branch of the Troy postoffice, but the West-Siders have always succeeded in defeating the attempts at aggrandizement. Time and again have delegations visited Washington from the rival cities to appeal to the Federal authorities. West Troy is not large enough to have a postal route, but its people prefer to travel to the postoffice for their mail rather than be an appendage to the hated rival. No! they will not receive letters from Troy carriers, ten thousand times, no! When the new special delivery system was inaugurated the Trojan's saw an opportunity of making a point with the new Postmaster-General, and nearly succeeded. Col. Vilas went so far as to order a consolidation of the two postoffices, with West Troy as a branch. Z'death! but there was blood on the moon along the upper Hudson for a few days! The West-Siders poured into Washington in swarms; telegraph wires were kept hot with remonstrances, and the mails were full of protests. Down here they got hold of Judge Draper of Albany, their old friend, and the whole Trojan outrage was stopped. But it is only a truce. Both sides are sleeping on their arms, and the siege of Troy is likely to become again celebrated in history. Col. Vilas is contemplating the consolidation of the two offices in a few weeks. Then the President will be appealed to, as Arthur and Garfield and Grant were.

CLEVELAND'S LONELY LIFE.

"Yes, it is a somewhat lonely life," said the President the other day to an old friend who called. "From the breakfast table up-stairs to the library; down to lunch; up again to examine applications for office; descending to dinner, and then, perhaps a drive. I some times feel as if I was in prison." Mr. Cleveland never walks out on the streets as Grant was wont to do, but remains closely in the Executive Mansion day after day, except the fortnightly visits to church or the theater.

CHIEF JUSTICE RICHARDSON'S NEW HOUSE.

"That is a fine house of yours," said a gentleman a day or two ago to Chief Justice Richardson of the Court of Claims. "I am pleased to know it, for $50,000 has gone into that building and I have never seen it," replied the judge. It is stated as a remarkable fact that the judge has never yet looked at his expensive new residence. The architect was given carte blanche, and all the bills were paid. The result is a structure which would draw crowds as a curiosity if it could be exhibited around the country in a tent.

ABOUT LAMAR.

"Ah, Patrick, is that you? How is your mistress?" said Secretary Lamar the other evening to a waiter in a household where he made frequent calls. In his hasty recognition the absent-minded Secretary upset a glass of wine on the cloth, but deftly covered the stain with his napkin.

CROCUSES.

The White-House grounds are being improved this fall by the head gardener, Pilzer. Crocuses have been thickly planted along the lawn sloping south toward the conservatory yard. Next spring that portion which is in view of the President's bedchamber will present a beautiful parterre of blossoms. The ground has been spaded up on the extreme east side and a large bed of rhododendrons and azaleas planted, which will be a delightful sight when the buds thrust in May.

THE SMITHSONIAN INSTITUTE.

The Smithsonian Institution and National Museum at Washington are the places of all others of paramount interest, the number of visitors weekly being about 4,000. Scarcely a day passes that some curious and valuable object is not added to this immense storehouse of the world's knowledge and ingenuity. The latest accessions in this direction are two specimens of the pygmy sperm whale (*kogia breviceps*), stranded on the New Jersey coast near Barnegat Bay. One of the specimens was a female over ten feet long, the other a male about a year old, and supposed to be her offspring. A young whale was also found while eviscerating the mother. Only four specimens have ever been found hitherto in North America. But little is known of the migration or habits of this pygmy of whale. It appears to be more abundant about Australia than elsewhere, but it is not very plentiful even there. The specimens have been sent to Washington and bought up by the Australian zoologists for the museums. One specimen was obtained in the Bay of Bengal not far from Madras. The other specimens in this country were from the Gulf of California, Indian river, Florida, the coast of New Jersey and the North Carolina coast. The only museums about containing this species are the Royal College of Surgeons and the Museum d'Historine Naturelle. The pigmy sperm whale never moves in schools, but always singly or in pairs, and feeds principally on squid or cuttlefish. It cannot exactly be considered as a small edition of the great sperm whale, but it is more like the latter than any other existing species. The whale was filling with water. The boats were at once got in readiness and all started to leave the steamer, but just as they were about to lower them the steamer slipped off the shoal on which she had grounded and disappeared with an angry roar. The water was covered with the struggling forms of men and women, and then all was over.

ONLY FOURTEEN LIVES TO TELL THE TALE.

If there were any hearts in the crowd they were powerless to save themselves as they were without oars. Capt. Moore, however, wrested a foot-board from the bottom of the boat and with that as a paddle succeeded in working the boat to the island, where the survivors were picked up by the Alhabaca. Mr. Bentley, the managing editor of the *Times*, has just from here with instructions to search Isle Royal for any survivor that may have possibly got ashore, and to pick up and take care of any such that may be found. The tugs are now at the scene of the wreck. One of the rescued passengers gives

A GRAPHIC ACCOUNT OF THE TERRIBLE SCENES

before and after the wreck. "It's no use to describe the scene," said he; "nothing worse ever occurred on earth. In their madness, when the waves were washing the deck, a number threw themselves into the foaming billows. Others, when a great wave would pass off the deck, which was swaying from side to side, were swept into the sea like feathers. A few hung on to ropes or to the masts, but the majority seemed to abandon themselves in the wild alarm and despair. Even the crew seemed powerless, as stricken were they with the awful suddenness and stupendous character of the disaster. Meanwhile, the boat rapidly went to pieces, dashing against the rocks. The crew, all of whom, except the waitresses, had clung to the rigging, manned, during a slight lull in the storm, to place themselves in lifeboats, cut the fastenings, and in an instant a wave swept them from the ill-fated wreck. Amid the awful roar of the dying and the terrible dashing of the waves the boat was borne onward. Two of the passengers had managed to place themselves in the boat before it was cut away from the wreck. Any effort that had been made to launch boats during the storm would have been a horror half failed. Meantime, the lifeboat and its occupants had

A TERRIBLE EXPERIENCE

on the open, storm-tossed lake. All who could hold themselves to the boat, while the remainder held on like grim death to the sides, expecting every moment to meet their death either by drowning or from exposure and cold, which was intense. Once the boat was turned over with the waves and one of the crew washed away, but the craft righted itself and was swept on by the storm. After half an hour the boat suddenly struck the rocks. The inmates feared all was over with them as the craft capsized, but to their surprise when thrown upon the rocks it did not go to pieces and they discovered that they were on land. After remaining there an hour or more exposed to the elements, the storm abated and the crew went back and discovered that they were on Isle Royal and that the vessel had been wrecked about a mile from shore on the great boulders that extend out into the lake. It was about 10 o'clock in the morning, and the half dead crew remained there until late in the afternoon, when the Athabasca came along and picked them up. They were then taken to Port Arthur.

Expressions of Sorrow.

TORONTO, November 10.—Expressions of sorrow at the loss of the steamer Algoma with so many lives, are general here. At the offices of the Canadian Pacific here a list of the passengers or crew was not kept, but it is ascertained that there were five cabin and six steerage passengers and forty-four or forty-five of a crew. The cargo consisted of 134 tons of general merchandise and 292 tons of railway supplies. It is a singular fact that she was carrying the lowest number of passengers she has ever had.

Apples for the Poor.

NEW YORK, November 10.—Two consignments of apples have already been received for distribution among the poor. Fifty-seven barrels were sent from Hotchkissville, Conn. They were given to a half dozen organizations at work among the poor. Geo. H. Bowen of Salisbury, Conn., sent a car load of apples. Some of the missionary houses have been generously supplied with the fruit, and from their hands many sick poor will receive wholesome baked apples, a pleasant change in their scanty diet.

The Western Nail-Makers.

PITTSBURG, PA., November 10.—Secretary Wise of the Western Nail Association has been notified by the United Nailers' Association of the appointment by the labor body of a conference committee, ready and willing to meet a similar committee of manufacturing nailers. Secretary Shaw says this advance was made in the hope that some action may be taken at the meeting of the Western Nail Association at Cincinnati to-morrow toward bringing about a settlement of the present strike. The nailers' officials are now considering the advisability of establishing a co-operative factory in this city for the manufacture of steel nails. It is proposed to fit up a mill with 100 nail machines, the company to be composed of twenty-five nailers and as many of the feeders as will care to take stock.

TERRIBLE ACCIDENT.

Four Men Killed and a Number Seriously Injured.

KEITHSBURG, ILL., November 10.—A terrible accident occurred at the new iron bridge which is being built here, yesterday, by which four men lost their lives and several were severely injured. It appears that a number of workmen were on a temporary scaffold attempting to raise an iron stancheon, preparatory to ironing a section of the long span of the bridge, and when an angle of forty-five degrees had been attained the corner post of the travel gave way, and with a sound like a roar like thunder the whole staging, with men, machinery and ponderous iron columns fell into the deep water below. Patrick Conway, James McComas and John Olsen are buried under the debris in the bottom of the river. All lived in the East. Pat Noonan of Clinton, Iowa, was killed. His body was recovered. Wm. Bassett of this place had both legs broken above the knees and one leg below the knee. One man whose name is not known has a broken leg and is injured internally. The wounded are doing well.

FROM THE PEOPLE.

About Fast Driving.

To the Editors of the Appeal:

I notice in your issue of last Wednesday an article condemnatory of fast and reckless riding and driving, for which you should and do receive the thanks of all good citizens. I witnessed Dr. Nuttall's narrow escape, and nothing but his presence of mind kept him from being badly injured. An hour or two before that I was passing in front of Court Square and a negro driving a bus with two gray horses attached run right over a little express wagon. One of the horses' legs was caught between the wheel and the body of the wagon, and why the horse was not crippled and the wagon smashed is yet a mystery. Now, that was done from pure cussedness, for there was not the slightest reason for it. It is somebody's duty to look after these things, and it is somebody's duty to see that it is done. H.

Intermittent Heart.

To the Editors of the Appeal:

In one of the morning papers there occurs, in one of those slyly captivating advertisements of patent medicines, the question: "What if the heart should skip a beat?" The answer, if I comprehend the context, is intended to be—sudden death, or, at any rate, certain death within a limited period. This is not a true inference. Intermittent action of the heart is far more common—far more so than is supposed, and far less dangerous. It is a purely functional affection in itself, although it is much more common in organic affections. I had one very marked case under my observation for years, and he did not die until well over ninety years of age. I recently attended a very bad case of bronchitis, with heart complications and the heart intermitted every third or fourth beat, and the patient, who was over a good twenty, was one of those gouty subjects who are supposed to be the very persons who must die of intermittent heart if they will not take the nostrum as advertised.

The advertiser has brought this rejoinder on himself, for he has asked a question which I have answered in the public interest. I, as a physician, prescribe for hypochondriacs, who want no more than a purgative, give certificates of the wonderful virtues of these secret nostrums—which are useless in serious cases—and these certificates, together with a clever selection out of the text books about lithic acid and high arterial tension, lead the judgment of the reader captive, who is unable to offer any resistance to the temptation to the reload served up for his assimilation. I think the medical profession is to blame for letting the quack professors have things so much their own way. Preventive medicine is one thing; permitting the promulgation of falsehood is another.

SPHYGMOGRAPH.

Boycotting as a Remedy.

To the Editors of the Appeal:

The heading of this article need not imply an intention on the part of the writer to take issue with your editorial in your Sunday's issue on the above subject. Nor is it with the view of taking sides with you. My sympathies are with the oppressed, be he laborer or what not, and I am ready to lend him a helping hand to throw off the yoke by legitimate and lawful means. The occasion that does call forth this communication is the editorial paragraph on the first page referring to "the strike of the longshoremen of Galveston." In your closing paragraph you state that "the strike had its origin in the fact that the Mallory Steamship Company had discharged a number of men because they were members of the order"—that is, of the order of Knights of Labor. You are no doubt misinformed on the subject, otherwise you would not have penned the paragraph quoted. It contains about as many errors as could well be stated in so few words. First, the strike did not have "its origin in the fact" you state, for it did. The Mallory Steamship company did not discharge a number of men, therefore could not have discharged them for the cause stated, and unless I am very much mistaken the men who claim to be aggrieved did not belong to the order of Knights of Labor. Having said this much I have been moved to state what are the facts, and to substantiate the same I beg to refer you to the files of the Galveston *News*. They are these: During the temporary absence of Capt. Sawyer, the agent of the Mallory Line, the men who had been employed to load and unload this company's steamer, demanded that instead of forty cents per hour they should receive fifty cents per hour whether the labor was performed by night or day. To prevent a strike this was agreed to, subject to Capt. Sawyer's approval on his return. When he returned he refused to accede to the demand and the men, in spite of what they struck, and that was the origin of it. It is proper here to state that these were all white laborers. Capt. Sawyer appealed to the colored longshoremen for aid, and they were supplied at the wages refused by the white laborers. This action created intense feeling, and there were grave fears that riot and bloodshed would result. Conservative men, white and black, met and discussed the situation. Capt. Sawyer meantime had reported his action to the New York office. The result of the conference between representatives of the whites and the blacks agreed that if Capt. Sawyer acquiesced the labor should be divided between the two races on the old schedule of prices, against which the whites had struck, the whites to work one week and the blacks the next, alternating with each other. This, it was thought, would end the matter. When, however, the terms agreed upon were submitted to the agent of the Mallory Line, he declined to accede to them, and referred the whole matter to the New York office. The New York office refused the terms on the ground that they did not feel at the mercy of any such agreement arrangement, so long as the negroes performed the work satisfactorily. This is the whole story. Because the Mallory Steamship Company prefer to discharge white labor and they discovered that they were on land. After remaining there an hour or more exposed to the elements, the storm abated and the crew went back and discovered that they were on Isle Royal and that the vessel had been wrecked about a mile from shore on the great boulders that extend out into the lake. It was about 10 o'clock in the morning, and the half dead crew remained there until late in the afternoon, when the Athabasca came along and picked them up. They were then taken to Port Arthur.

Expressions of Sorrow.

TORONTO, November 10.—Expressions of sorrow at the loss of the steamer Algoma with so many lives, are general here. At the offices of the Canadian Pacific here a list of the passengers or crew was not kept, but it is ascertained that there were five cabin and six steerage passengers and forty-four or forty-five of a crew. The cargo consisted of 134 tons of general merchandise and 292 tons of railway supplies. It is a singular fact that she was carrying the lowest number of passengers she has ever had.

Apples for the Poor.

NEW YORK, November 10.—Two consignments of apples have already been received for distribution among the poor. Fifty-seven barrels were sent from Hotchkissville, Conn. They were given to a half dozen organizations at work among the poor. Geo. H. Bowen of Salisbury, Conn., sent a car load of apples. Some of the missionary houses have been generously supplied with the fruit, and from their hands many sick poor will receive wholesome baked apples, a pleasant change in their scanty diet.

The Western Nail-Makers.

PITTSBURG, PA., November 10.—Secretary Wise of the Western Nail Association has been notified by the United Nailers' Association of the appointment by the labor body of a conference committee, ready and willing to meet a similar committee of

THE LAKE HORROR.

Details of the Wreck of the Steamer Algoma, by Which Forty-Eight Lives Were Lost.

The Story of the Disaster as Related by the Captain of the Ill-Fated Vessel.

Graphic Account of the Terrible Scenes by One of the Rescued Passengers—The Survivors.

PORT ARTHUR, ONT, November 10.—A terrible marine disaster, resulting in the drowning of forty-eight persons, and the loss of one of the most valuable passenger steamers on the lakes, was reported last night when the steamer Athabasca arrived. On board of the Athabasca were Capt. James Moore, commander of the Canada Pacific railway steamer Algoma, two passengers and eleven of her crew. They were all that were left of the sixty-two persons that sailed for this port from Owen Sound on the Algoma last Thursday. The following are

THE SURVIVORS:

W. J. Hull and W. B. M. C. Arthur of Meaford, Ont.

Capt. John Moore, First Mate Hastings, Second Mate Richard Simpson.

Wheelman Henry Lewis.

Watchman John C. McNabbe.

Fireman P. McColgar.

Deck Hands—R. Stevens, James Bolton, Daniel Laughlin.

Waiters—John McLane, George McCalla, John McKenzie.

The captain was badly injured. The ship's papers were lost, and the passenger list could not be obtained. The following is a

LIST OF THE LOST:

Mrs. Dudgeon and her son, aged ten years, of St. Paul.

Mr. and Mrs. Frost (or Foster), relatives of R. P. Butchart of Owen Sound.

George Petigrew, chief engineer.

Alexander McDermot of Sarnia, second engineer.

Mr. Mackenzie, purser, nephew of Alexander Mackenzie of Sarnia.

Alexander Taylor, chief steward, of either Buffalo or Cleveland.

The other names, consisting of deckhands, firemen, waiters and others of the crew, cannot be obtained.

THE STORY OF THE DISASTER,

as related by Capt. Moore, is that the Algoma passed through the St. Mary's canal bound for this port last Friday noon. Soon after reaching Lake Superior the wind began to freshen up from the northwest, and a great bank of leaden clouds along the northern horizon denoted the approach of heavy weather. Realizing, however, that the Algoma was one of the strongest and most powerful steamers afloat, and well able to cope with even a severe gale, Capt. Moore kept her on her course. But as night approached the wind continued to increase in violence, and by midnight it was blowing a hurricane. Soon after reaching Lake Superior the wind began to freshen up from the northwest, and a great bank of leaden clouds along the northern horizon denoted the approach of heavy weather. Realizing, however, that the Algoma was one of the strongest and most powerful steamers afloat, and well able to cope with even a severe gale, Capt. Moore kept her on her course. But as night approached the wind continued to increase in violence, and by midnight it was blowing a hurricane. The seas were mountains high, and the storm was of the most terrific character. The waitresses, had clung to the rigging, manned, during a slight lull in the storm, to place themselves in lifeboats, cut the fastenings, and in an instant a wave swept them from the ill-fated wreck. Amid the awful roar of the dying and the terrible dashing of the waves the boat was borne onward. Two of the passengers had managed to place themselves in the boat before it was cut away from the wreck. Any effort that had been made to launch boats during the storm would have been a horror half failed. Meantime, the lifeboat and its occupants had

A TERRIBLE EXPERIENCE

on the open, storm-tossed lake. All who could hold themselves to the boat, while the remainder held on like grim death to the sides, expecting every moment to meet their death either by drowning or from exposure and cold, which was intense. Once the boat was turned over with the waves and one of the crew washed away, but the craft righted itself and was swept on by the storm. After half an hour the boat suddenly struck the rocks. The inmates feared all was over with them as the craft capsized, but to their surprise when thrown upon the rocks it did not go to pieces and they discovered that they were on land. After remaining there an hour or more exposed to the elements, the storm abated and the crew went back and discovered that they were on Isle Royal and that the vessel had been wrecked about a mile from shore on the great boulders that extend out into the lake. It was about 10 o'clock in the morning, and the half dead crew remained there until late in the afternoon, when the Athabasca came along and picked them up. They were then taken to Port Arthur.

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Smallpox at Montreal.

MONTREAL, November 10.—The official return of the Health Office to-day show that there were twenty-six deaths from small, ox in the city yesterday.

CORN AND COTTON.

**November Crop Reports of the Bureau