CANNIBALISM AT SEA.

DETAILS OF THE LATEST OCEAN HORROR.

A Case of Eviction Which Will Explain the Hardships of the Irish Peasantry.

HALIFAX, N. S., April 8.—The following further particulars of the experience of the men in the dory of the schooner Low have been received: On Thursday evening James McDonald, the weakest and most thinly clad of the four, began to sink and died, after bidding his companions farewell. The body of the dead man had hardly grown cold when Angus McDonald said he must have something to eat and drink or he would die also. Despite the protests of Chisholm and McEachen he took a knife and cut the right arm off the dead man, sucking the blood and devouring the flesh. He offered some to the others, but they refused it, though some hours later Chisholm tasted a piece of the flesh, but was unable to swallow it. McDonald having sucked all the blood from the severed arm. McDonald said he was going to cut the throat of the dead man, but was for a time restrained from doing so. During Friday night, however, while the other two men were sleeping, he committed the act, and finding no blood cut a piece of flesh from each thigh, drinking the blood and eating a portion of the flesh. On the following day he became delirious, and before night he died. They got into heavy drift ice, cakes of which they hauled into the boat and licked with their tongues to allay their thirst. Saturday evening they came in sight of Gayon Island, some miles off the coast of Cape Breton, but their exhaustion was so great that they were unable to reach it. They tried to sleep through the night, but the cold and heavy sea prevented their doing so. In the morning they managed to get to land.

A CASE OF EVICTION

That Will Explain to Americans the Hardships of the Irish Peasantry.

Mr. Wilfrid Blunt, so well known as a friend to Arabi and as the husband of Lady Anna Lovelace, the granddaughter of Lord Byron, publishes today an interesting interview with an Irish tenant as an example of the true relations all such tenants bear to the landlord. Mr. Blunt has just returned from Kilronan, in county Roscommon, where Lord Kingston has been evicting his tenantry, and situated in O'Kelly's district, neary the boundary line of Roscommon and Sligo. This is a tract of mountain land thickly peopled. The little whitewashed houses of the peasant tenants dot the landscape close to each other right up to the crest of the hill in plots of five to ten acres, and show distinctly how the land has been reclaimed. Here the Celtic population, being driven from the better lands of the plains, have taken refuge in times past and reclaimed the soil at their own cost, and built these dwellings with their own hands.

THE STORY OF A GREAT WRONG.

Mr. Blunt thus narrates his interview with the tenant, Patrick McManus, a little old man of seventy, hunched, bent and bowed, but cheerful under his misfortunes: "I found him in a neighbor's house, where he had been taken in through charity. I asked him where he had been born, and he told me in a house yonder where the soldiers were, and which had been his own. It had been built from the ground by his father, who had originally taken five acres, partly of rough grass and partly for tillage. Thirty years ago he had himself reclaimed two and a half acres more from the mountain, going down to the valley for lime, and carrying it up in baskets on his head at a shilling a basket. About that time, having some savings, he paid £20 for the tenant right of another bit of eight acres. But the very next year the landlord had taken this away from him without compensation. He now held seven and a half acres, five inherited from his father and two and a half reclaimed by himself, and for this he paid £5 per annum. People had advised him to go into court to get the rent lowered, but where was he to find money for it? So he had gone on till last autumn, when he was sued for a half year's rent—£2 9s 11d, and now for £3 12s 10d, with eviction. It was only half a year's rent he owed, and he had paid his rent and his father before him for seventy years. He pathetically said, 'I believe, like Job, in justice and God, and that I would get back one day before I died into my own house.' I found the house," continued Mr. Blunt, "occupied by the emergency man, a sallow youth and three constables, who were engaged cooking the old owner's potatoes. I asked the constables whether they liked their work, and they said they were not allowed to think whether they liked it or not, but they got three shillings and sixpence a day while on such work. It may be, said one, with a curious smile, home rule wouldn't be better for us, though it might be for the country. The emergency man said nothing but went on eating potatoes. Here is how the case of debtor and creditor stands, so far as I can make out, between Patrick McManus and Lord Kingston. Pat owes Kingston £2 9s 11d, plus costs for being evicted, £3 12s 10d; total, £6 2s 9d. Per contra, Lord Kingston has got from Pat a house of the approximate value, let us say, of £70; two and a half acres of waste land reclaimed, value, say £10, and for eight acres of land resumed without compensation about £20, and for fines at various times, say £5; total, £105—and the balance of Patrick's loss is £98 17s 3d. That is to say, Patrick, after seventy years of honest labor, is to die in the work-house because Lord Kingston owes him £98 17s 3d."

The Earl of Kingston (Sir Henry Ernest Newcomen King), holding the minor titles of Viscount Kingsborough, Viscount Lorton, Baron Erris of Boyle, county Roscommon, all in the peerage of Ireland, and a baronet of Ireland, was born in July, 1848, and succeeded to the title as eighth earl at the death of his brother, in 1871. In 1872, he married the only daughter and heiress of the late Lieut.-Col. King Tenison, of Kilkronan Castle, county Roscommon. He is a justice of the peace in Roscommon, and has two seats in that county—Kilkronan Castle and Oakport House. The motto of the family is "Death rather than disgrace."

The Captured Apaches.

BOWIE, ARIZ., April 8.—Chief Chihuahua, Nana, Kutle and Aizanna, with seventy-two other Apache prisoners, bucks, women and children, left here yesterday for Fort Marion, Fla., as prisoners of war. Gen. Crook went to Bowie Station with them on a buckboard. Twenty-five Apache scouts escorted them. All wept bitterly, but not understanding what was to be done with them. Chihuahua was riding around all the morning, hurrying them in preparations to move. Two weeks ago ninety-two hostiles, including six chiefs, were on the warpath. Now there are but thirty four, of whom fourteen are squaws and two chiefs, thus putting their families and allies far beyond their reach, it will be a severe blow to them. Geronimo's wife and daughter and some of the Natiches children are among the prisoners. Sixteen of the seventy-six were captured by Lieut. Davies some months ago. To have run down and killed or captured the other fifty-eight in an ordinary course of Apache warfare would have cost many American lives, and $25,000 to $50,000. Crook has, therefore, accomplished something.

SHORT HOURS, GOOD WAGES

THE PANACEA FOR WORKING MEN'S TROUBLES.

And to This Complexion Jay Gould and All Like Him Will Have to Come at Last.

To the Editors of the Appeal:

Alfred the Great was the wisest and best king that ever governed England. No other prince of that land was ever so thoughtful about the happiness of the people. His rule was based upon the wish to make them contented as the surest way to make his kingdom prosperous and powerful. He had gone through years of privation and hardship, and he knew what want and poverty meant. But these taught him lessons which benefited him and his people too. Practical in everything, he divided his own time and that of those officially connected with him in the conduction of government into three equal parts of the twenty-four hours. Eight hours for work, eight for recreation, instruction and improvement and eight for rest—sleep. That is as wise and healthy now as it was then. Most men can do as much work in eight hours as in ten, and do it better. The two or three hours gained over the present ten and twelve hours' system would enable many a workman or clerk to make his home more comfortable and teach his children many things they never learn at school. Then again, as overproduction reduces the price of the things overproduced, it will invariably reduce the price of labor. That is a second strong argument for the eight-hour plan. But the pay for work done by workmen should be as much considered as the pay of those who manage and direct affairs. No reading man can deny that the enormous salaries paid by railroad companies to their presidents, superintendents, secretaries, treasurers, etc., are out of all proportion to the wages paid to the railroad workmen. Nor will it be denied that when the latter ask for an advance of wages, the amount is seldom large. Liberal wages make contented workers, and produce good work. Most of the men engaged in railroad shops and yards and in running trains are educated to the business by years of hard toil; and such men cannot wish to see any state of things which will throw them out of employment and bring want and suffering to their wives and children. They will stand a great deal rather than take any rash steps that may lead to results all good citizens must deplore. Unfortunately, there are often many workmen who have no families to provide for, and these are generally the first and loudest in organizing trouble. Having no family ties, they can leave a place whenever inclined to do so. Men with wives and children cannot easily do this. Often, too, many idlers, not connected with any business, are always ready to promote discord. Liberal wages best insure content and quiet, and these are the best elements of prosperity. Liberal wages and shorter time, and these justify a further plea for the drivers of street-cars. In all other vocations men can seek shelter from the storm. These must brave it for fifteen or sixteen hours per day. Sunday comes to all others with its sunshine and flowers, and the music of birds, and the gladness which fills the air with the thought of rest. The horses, and mules, and cattle all race around and kick up their heels—all but the poor street-car mules, that seem to think a rest day ought to come now and then. They look sad. Street-car mules always look sad. They have but one future before them, and that is ever close behind them in the shape of a yell and a whip. Why shouldn't they look sad? Who ever saw or heard one laugh? Well—yes; I did once, and I'll tell you about it when this "strike" is ended. 'Twas the most ridiculous mule pantomime I ever witnessed, and makes me laugh now, though 'twas performed nine years ago. But can't public opinion procure three or four hours more, on Sunday, for these street car drivers and their mules? Perhaps it might shorten sermons, but ministers have no idea how much more eloquent and interesting short sermons are than long ones. A minister who, in this day of daily morning papers, thinks he can entertain an audience twenty minutes after the music ceases, innocently supposes that his congregation goes to church to listen to him rather than to the melodious strains of music from choir and organ. No prayer, no praise, no supplication, no adoration, no real worship of the one great and good spirit like that found in the "soul of song." Brother pulpit orators, don't you forget that. Anybody can read fine sermons by his own fireside. The psalms of David, though ancient, are equal to any modern pulpit discourse; and they do not lead one away off into the tangles of evolution and future social reunions in Heaven or—sheol. Modern egotism springs at such sprigs of mistletoe, and leaves all questions of every day life—the duty of man to his Maker and to his fellow man, of charity and kindness and gentleness, the assumer of all true piety as themes too far below pulpit notice; and when the orators end their sermons they have only convinced their hearers that they now know as much of these topics as they will when they die—just nothing. Shorter hours for work, shorter prayers (the Lord's has seventy two words), and good pay for street car drivers. Don't put these upon a footing with negroes, who will agree to pull fodder in August for 1 a day, but will hunt a shady fence corner and get a good nap from 1 to 4 o'clock p.m. Give working men more time for rest and improvement. The world will be no poorer for it, but a far better world.

"JOHN ANDERSON MY JO."

April 2, 1886.

CENTRAL NURSERY, No. 99 Market street, is the nearest place in the city for plants and cut flowers.

OUR WASHINGTON LETTER

CALDWELL'S SUBSTITUTE FOR THE BLAIR BILL.

Railroad Right of Way Through the Indian Territory—Labor and Capital.

[CORRESPONDENCE OF THE APPEAL.]

WASHINGTON, April 7.—"I am opposed to levying taxes for distribution" is the concise form in which Representative Caldwell of Tennessee puts his objection to the Blair education bill. Mr. Caldwell is not only strongly opposed to the Blair bill, but has himself introduced a bill which he thinks would accomplish all that is claimed for the Blair bill, and at the same time be free from all objections, both as to constitutionality and as to feasibility, which are raised against that measure. Mr. Caldwell's bill provides "that the net proceeds of all sales of public lands by the United States shall be set aside annually as a fund for the support of free common schools. The Secretary of the Treasury shall annually apportion this money among the several States and Territories, according to the number of their respective populations of ten years old and upward, as shown by the last preceding published census of the United States, who cannot read and write, it being the intention of this act to leave to the State the full control and disbursement of said fund, according to its own educational system, and under its own laws." The second section of the bill provides that "before any State shall be entitled to receive its second or subsequent installment of said fund it shall have provided by law, either general or local, for the free common school education of all the children of school age, without distinction of color, for at least three months in each year, from funds provided for schools under the laws of said State, provided, that separate schools for white and colored children shall not be considered a distinction of color. No part of said fund shall be expended in paying the salary of any public officer or other person not engaged in teaching."

"This measure," said Representative Caldwell in an interview recently, "would provide a fund, as long as the government has land to sell, for aiding in the support of the common schools. Moreover, it is in accord with our past policy to grant public lands to the State for educational purposes." Mr. Caldwell is endeavoring to get his bill reported from the Labor Committee as a substitute for the Blair bill which was recently referred to that committee. If he fails in this, Mr. Caldwell will move to substitute his bill when the matter comes up for discussion in the House.

RIGHT OF WAY THROUGH THE INDIAN TERRITORY.

The House Committee on Indian Affairs has been engaged during the past week in completing a general bill granting railroad companies right of way through the Indian Territory. "The effect of this bill," said Representative La Follette of Wisconsin, who is a member of the committee, "will be to stop speculation by paper railroad companies in rights of way through that Territory. Heretofore, such companies have made practice of getting right of way by act of Congress, and then selling out to some large corporation." The new bill, while intended to put a stop to this, guards very carefully the rights of occupants of land in the Indian Territory. It grants nothing to the railroad companies except right of way 100 feet wide, and limited station privileges, for operating the road. It involves no land grant whatever.

"Outside of the general object, to stop speculation in rights of way," continued Mr. La Follette, "is the further object to let in the civilizing influences which will come when railroads are built throughout the Indian Territory, so as to connect these people with the outer world. But the bill does not allow railroads to be built indiscriminately. Only such roads will be constructed as the traffic of the country warrants."

Representatives La Follette and Allen have worked faithfully to prepare this bill and get it reported in such shape that it would be free from objections.

CONTESTS BETWEEN LABOR AND CAPITAL.

Washington is not exempt from the contests between labor and capital which are reaching other sections of the country. It is said that the labor organizations of this city, especially the carpenters, bricklayers and other classes of workmen employed in building, have been preparing all winter for a combined effort to get better terms from builders when spring work begins. A determined strike has been expected. But the matter has taken on a new phase. A prominent builder said recently that a large number of heavy capitalists who have been accustomed to have a great deal of money for building, have agreed to lend us money for this object after May 1st. The purpose is to prevent any great amount of building, thus give the mechanics no basis for a strike. It will be interesting to watch the effect of this novel course of procedure if it is carried out. Washington has been enjoying an uninterrupted real estate and building boom for several years. Land that was worth $1 a square foot in March, 1865, to-day is worth $5. The demand for masons and carpenters has brought large numbers of them to this city. Any cessation of the work of building this spring would cause great hardship.

Went Ashore During a Storm.

SOUTHWEST HARBOR, ME., April 8.—During a fearful gale Tuesday night an unknown schooner went ashore here and before morning was badly wrecked. It is supposed that the vessel was the Chanticleer of Vinal Haven. Yesterday the sea ran very high and considerable wreckage was afloat. The body of an unknown sailor has been found, and it is supposed the entire crew are victims of the waves. It is thought there were five or six seamen aboard the vessel.

Resolutions Encouraging Trade.

NEW ORLEANS, LA., April 8.—The Chamber of Commerce has passed resolutions urging Congress to pass the Senate bill to foster trade relations with other nations of the Western hemisphere, to aid ocean commerce and to defeat the bill compelling ocean steamers to carry the mails on government terms.

Mail Car Burned.

CLEVELAND, O., April 8.—A mail car on the Lake Shore train No. 4, with mail matter from the West for all important points east of Toledo, caught fire just west of Oak Harbor, O., at 12:30 o'clock this morning. The car was sidetracked at Oak Harbor, but the flames had such control that the car and its contents were entirely consumed. Cause of fire unknown.

Rheumatism

Though painful and wearing almost beyond endurance, is not an incurable disease if treated in time. Perhaps no other disease has so baffled the efforts of science and medicine as this, but at last a remedy has been discovered in Tongaline which CURES RHEUMATISM, and is heartily endorsed by many of the Leading Physicians.

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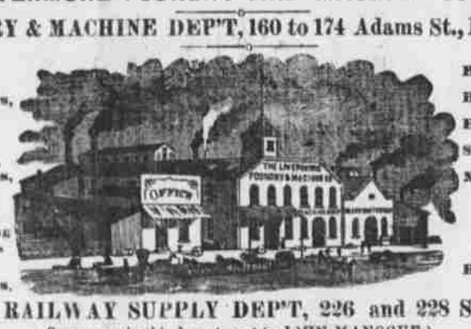

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