

IRISH INDUSTRIES.

Aversion of the Farm Hands to Labor-Saving Machinery. Inability to Compete With American Products—Persecution of Landlords.

Wonderful Decrease in Population—Enforced Emigration.

Correspondence of Philadelphia Press. GALWAY, July 27. This county has the reputation of being one of the most disturbed in the country. Much of it is not very fertile. The crops this year look pretty well—very well in some places. But I am told this is an unusually good year, and that one cannot form a correct idea of the productiveness of the country by taking this as a sample crop. The most prominent feature of the country is the stone fences, which seem in many instances to have been built for no other reason than to get rid of the stones in the neighborhood of Cork and Limerick great advances have been made in the use of farm implements. Sometimes, however, farmers are kept from getting machinery through tears of violence from the laborers. The other day a farmer, whose hands had struck, went to Limerick and bought a mow to cut his grass. Before he had got out of town with the machine he saw some of his laborers nodding and whispering to each other, and was finally advised to not try any such means of securing his hay. With the fear of boycotting before him, he concluded that it was best to compromise with his hands on their own terms. This he did, taking the mow back to the shop. The opposition of workmen to labor-saving machinery is not new or peculiar to Ireland. The unusual thing about this and similar instances that are occurring here is that the farmers yield with so little hesitation to the "suggestions" of the laborers. One of the reasons for the present troubles is the adherence of the farmers here to old methods of farming and their slowness to introduce improved agricultural implements. There is a complaint that they cannot compete with the United States in some of the products that they formerly supplied the English with.

GRAIN AND PROVISIONS THE CHEAPEST. Grain and provisions from the States have brought down the prices here, and the farmers are too much set in their old ways to introduce improved methods of husbandry or try to raise new kinds of crops. The same difficulty is found in England and Wales. An English landlord said to me not long ago: "I don't see what we English farmers are to do. You have such a great, rich country over there, and transportation is so cheap, that you supply our market with grain, beef, cheese, wool and agricultural products at lower prices than we can possibly raise them for. You have taken away one resource after another, until I really don't see what there is left for us." There are, I am told, English landlords now who would let their farms at nominal rents, so hard is it in the present condition of things for tenants to make enough to pay even a moderate rent. Undoubtedly there are some products in regard to which they can never again hope to be able to compete with us. Some of their capital and labor must be used in other fields. And yet there is no doubt that the general introduction of labor-saving machinery, with the energy that usually goes with it, would enable the farmers here to compete with us in many more ways than are open to them with their present methods and machinery. In many parts of Ireland the land is exceedingly fertile and in most places is adapted to the use of machinery. In Galway and some other parts of the west and south it is not suitable for tillage and ought to be used for pasture. This would make the migration or emigration of a good many of the people or the introduction of manufactures necessary. Some of the land owners, by trying to turn their land into grazing instead of grain-producing farms, have excited the strongest kind of opposition. The emigration provision of the land act have met with strenuous opposition from these small farmers and their sympathizers. "It would be a great shame to turn these poor people out of their little homes, around which cluster every association that their hearts hold dear," are the words of a clergyman whose life has been spent among the people, and who knows from long experience the ardor and tenderness of affection with which the Irish people cling to the persons and places that they have become familiar with. An Irish lawyer, who has traveled a great deal and become acquainted with the characteristics of many people say in reference to the provision of the land act of 1870 for compensation for disturbance: "No amount of money could compensate an Irishman for giving up the home in which his ancestors have lived for generations and to which he is bound by the tenderest and most sacred ties." This lawyer is not a land leaguer.

It is impossible for us with our colder natures and lack of family traditions and long associations which places, and with our unsettled and migratory habits, to understand the tenacity with which these people cling to the old homes of their families. Usually the worse the home the greater the tenacity. And yet for not a few of them there is no future here. Perhaps enforced emigration would be a kindness in many cases. The wonderful decrease of the population (from more than eight millions to five and a half millions in thirty years), notwithstanding the well-known tendency of the race to increase shows that very many have gone to seek homes elsewhere. IRISH LOVE AMERICA. Many now talk of going to America. It is, however, generally the young and vigorous laborers, the bone and sinew of the country. We get far the best part of the least intelligent classes. It seems far easier for them to migrate to America than anywhere else. They look upon us as their friends, and many have relatives in the States. They show a good deal of knowledge of our affairs, too. The interest of all classes in the recovery of President Garfield is remarkable.

A BIG PAVEMENT STONE.

Quarried in Sullivan County for Mr. William H. Vanderbilt.

New York Times. What is claimed to be the largest pavement stone ever quarried in the United States, is now resting upon blocks in front of the main entrance of William H. Vanderbilt's new house on Fifth avenue, between Fifty-first and Fifty-second streets. One of the firms of H. & A. S. Dickinson, of West Fourteenth street, who have the contract for the stone-work, reiterated the statement that the block was the largest ever quarried. It was, he said, twenty-five feet two inches long, fifteen feet wide, and eight inches thick, and weighed something over 44,000 pounds. The stone was taken from the quarry of a Mr. Hickok, at Barryville, Sullivan county, N. Y. The block from which it was taken was perfectly level, about ninety feet long and nineteen feet in width. From this surface the block was cut out, and then raised by wedges. In this instance the stone was so open that the stone was raised without difficulty, and that was unusually gratifying to the contractors who were perfectly clean and level bed below, which required comparatively little dressing. The block could have been made thirty-five feet in length, but the weight would have made its transportation very risky. As it was, a great deal of difficulty was met in bringing it to the city. It was first rolled down a hill a distance of half a mile to the river bank, and then placed edgewise in a canal boat especially arranged to receive it. The canal-boat brought it to the foot of West Thirtieth street, in this city, where it was taken up by one of Delamater's floating derricks and placed upon the deck of the derrick. From Thirtieth street the derrick was towed to the foot of West Fifty-first street, where the stone was lifted out and placed upon two trucks built for the occasion, and capable of carrying thirty-five or forty tons. Six teams of horses hauled it to its present resting place. The risk of handling such a block of stone is very great, as a sudden jar or fall would be apt to break it. It was estimated that it would cost from \$5,000 to \$6,000 to duplicate it. It will be laid directly in front of the Fifth avenue entrance to the building, overlapping it a few inches on either side.

THE PRIVATIONS OF THE PEOPLE. The poverty of many of the people in this part of the country is the important element to be taken into account in any system looking to their advancement. In a previous letter I described some of the houses that are found on the road from Macroom to Glengarriff. I have seen many similar ones to-day. They are, of course, generally found in the poorer parts of the country, though not by any means confined to out-of-the-way places. The wretched condition of these cottages is, of course, attributed by many to the poverty of their occupants. Undoubtedly the people are in many instances very, very poor indeed, with no prospects of ever being richer. While many of them do not hope for the better things they almost all take great interest in having these old places, and are very tender and affectionate toward each other, and especially toward their families. Nor is there the sort of beastly ignorance and brutality that one would expect to find among the dwellers in such abodes, and their persons and clothes are often clean, while their houses can only be approached throughout the dung-pits. They usually have plenty of leisure to clear up their houses and yards and plant a few trees and flowers, and the expense would be nothing. A landlord told me it was the Celtic character that loved filth for its own sake; that the priests, having more delicate noses, required the people to keep their persons and clothes clean when they came to church or school. I am told that in some of the out-of-the-way places in the highlands of Scotland the Celtic population lives in a somewhat similar style. On the other hand, there is no doubt that landlordism has a good deal to do with the forlorn condition of a good many of the houses.

WHY POVERTY IS FEIGNED. Some of the people who go dressed in rags and live in hovels have bank accounts, and some who claim that they are absolutely unable to pay their rents find when the hour of eviction comes that they have money by them to pay the rent and costs too. For many years in some parts of the country the landlords or agents have been in the habit of going about, and wherever they saw signs of prosperity, raising the rent. "A good horse, a decent suit of clothes, repairs to a cottage, any signs of new furniture or any evidence of prosperity on the part of a tenant even in the kitchen, was sure on some farms to cause the rent to be increased." There were many instances, I am told, of this sort, and the people naturally put on the appearance of poverty-strickenness and allowed their houses to remain in order to keep the wretched landlords and agents from meddling with them. A doctor near Tralee was called to see a patient who had fever. He found some difficulty in getting into the habitation by reason of the filth. There was a large pool of green water just in front of the door, when he asked, with some indignation, why the filth was not cleared away. He was answered: "Och, the landlord ud raise the rent in less than no time."

It has now become, it is said, a habit with the people to put on the appearance of poverty, and they often do it where nothing whatever is to be gained by it. Doubtless instances of the following sort could be matched in our own country. They do not seem to be so frequent here. A beggar was told by a gentleman the other day when asked for "a saxepe" that he had no change less than a sovereign. "Faith an I can change it for ye," was the reply. Railroad conductors tell me it is a very common thing for women to go on trains without tickets, and finally, when there is no help for it, produce the necessary sum from fairly-bled purses. I saw two cases of the kind the other day. A third woman, it is said, hid herself under a seat in the same car and escaped detection. D. B. KING. Joseph Durbinburger, Broadway, Buffalo was induced by his Irish to try THOMAS' ELECTRIC OIL for a sprain, and was enabled to walk round again all right. aug 12-1881

BRINGING FROM ALL PORTIONS OF THE WEST

Many readers would be astonished to know that the value of the butter product of this country for the past year is greater than that of the wheat crop. St. Louis and its merchants will take an interest in the growth and prosperity of this organization and will be in mind that money spent in it is spent at home, and does not go east to enrich millionaires who know nothing of this western country and care less. The cars of this company will be found in the Union Depot yards; also its cold-storage-house in warehouse No. 4, and a cordial invitation is extended to examine both. They are the finest specimens of workmanship ever put on wheels, take it as you will, either as a refrigerator car or as a car for the carriage of merchandise. The president of this company, Mr. George B. Hopkins, is a well-known citizen of our town and will be remembered in his connection with the Wabash and brings to the new enterprise the fullest knowledge of railroad matters, combined with the most agreeable manner and ambition and love of the work he has in hand.

No Good Preaching. No man can do a good job of work, preach a good sermon, try a law suit well, doctor a patient, or write a good article when he feels miserable and dull, with sluggish brain and unsteady nerves, and none should make the attempt in such a condition when it can be so easily and cheaply removed by a little Hop Bitters.—(Albany Times, al-15)

Bucklin's Arnica Salve. The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns and all kinds of skin eruptions. This salve is guaranteed to give perfect satisfaction in every case or money refunded. Price, 25c per box. For sale by I. H. & M. McMANIS, Omaha.

Tarrant's Seltzer. There are martyrs to headache who might be cured by using Tarrant's Seltzer. The stomach, overburdened with its non-nutritive power is weakened, revenges itself upon the poor head, which it makes to ache and torture the sufferer. The use of this seltzer will cure of naturally, and almost in perceptible, the offending cause. The disease is removed and the headache is cured. SOLD BY ALL DRUGGISTS.

Do you want a pure, blooming complexion? If so, a few applications of Hagan's MAGNOLIA BALM will gratify you to your heart's content. It does away with Saltness, Redness, Pimples, Blisters, and all diseases and imperfections of the skin. It overcomes the flushed appearance of heat, fatigue and excitement. It makes a lady of THIRTY appear but TWENTY; and so natural, gradual, and perfect are its effects, that it is impossible to detect its application.

To Ladies Sufferers. THE GREAT EUROPEAN REMEDY. Dr. J. B. Simpson's Specific MEDICINE. It is a positive cure for Spentorrhea, Semis Weakness, Impotency, and all diseases resulting from Self Abuse, Mental Anxiety, Loss of Memory, Pains in the Back or Side, and diseases that lead to Consumption, Insanity and Lunacy, and all other grave diseases. The Specific Medicine is a simple, safe, and wonderful cure for all the above diseases. It is sold in Omaha by C. F. Goodman, J. W. Bell, J. K. Ish, and all druggists every where. 25c per bottle.

Business College. THE GREAT WESTERN CREDIT BLOCK, Creighton Block, OMAHA, NEBRASKA. nov 25-1881

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SCANTLIN'S Seamless Evaporator. "SOUTHERN" CAME MILL. FIRST CLASS SUGAR MANUFACTURE. Send for Descriptive Price List. THOS. SCANTLIN & SON, EVANSTON, ILL. Mention this Paper. 17-26-4w1m

THE CHICAGO & NORTH-WESTERN RY. Chicago and all of the Principal Points in the West, North and Northwest. Carefully examine this Map. The Principal Cities of the West and Northwest are Stations on this road. Its through trains make close connections with the trains of all railroads at junction points.

THE CHICAGO & NORTH-WESTERN RAILWAY. The only line from Chicago, running track into Kansas, or which, by its own road, reaches the points above named. No transfers by Carriage! No transfers by Horse! No holding in ill-ventilated or unclean cars, as every passenger is carried in roomy, clean and ventilated coaches upon Fast Express Trains. DAY CARS of unrivaled magnificence, PULLMAN PALACE SLEEPING CARS, and superior world-famous DINING CARS, upon which meals are served of unsurpassed excellence, at the low rate of SEVENTY-FIVE CENTS per seat, with ample time for healthful enjoyment. Through Cars between Chicago, Peoria, Ill. and Kansas City, Mo., and close connections at all points of intersection with every other road. We ticket (do not forget this) directly to every place of importance in Kansas, Nebraska, Black Hills, Wyoming, Utah, Colorado, California, Oregon, Washington Territory, Colorado, Arizona and New Mexico. As special arrangements regarding baggage as on any other line, and rates of fare always as low as competitors, who furnish but a title of the complete and ample list of rates.

DOGS AND TACKLE OF APPROVED FREE. Tickets, maps and folders at all principal ticket offices in the United States and Canada. R. H. CALLE, Gen. Ticket Agent, Chicago. W. H. STENNETT, Gen'l. Pass. Agent, Chicago. HARRY P. DIEHL, Ticket Agent C. & N. W. Railway, 14th and Farnham streets. D. E. KIMBALL, Assistant Ticket Agent C. & N. W. Railway, 10th and Farnham streets. J. BELL, Ticket Agent C. & N. W. Railway, U. P. R. R. Depot. JAMES T. CLARK, General Agent.

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NO CHANGING CARS BETWEEN OMAHA & CHICAGO. Where direct connections are made with THROUGH SLEEPING CAR LINES FOR NEW YORK, BOSTON, PHILADELPHIA, BALTIMORE, WASHINGTON AND ALL EASTERN CITIES. The Short Line via Peoria, ILL., INDIANAPOLIS, CINCINNATI, LOUISVILLE, AND ALL POINTS IN THE SOUTH-EAST. THE BEST LINE FOR ST. LOUIS. Where direct connections are made in the Union Depot with the THROUGH SLEEPING CAR LINES FOR ALL PORTS SOUTH. NEW LINE FOR DES MOINES THE FAVORITE ROUTE FOR Rock Island. The unequalled inducements offered by this line to travelers and through sleeping cars, with the celebrated PULLMAN (16-wheel) PALACE SLEEPING CARS, run only on this line. C. & N. W. PALACE SLEEPING CARS, with Pullman's Heating Cars, No extra charge for seats in Heating Cars. The famous C. & N. W. Palace Dining Cars, with Pullman's Heating Cars, with elegant high-backed pattern revolving seats, for the exclusive use of first-class passengers. Steel Track and superior equipment combined with their rapid and comfortable running, makes this, above all others, the favorite route to the East, South and Southwest. Try it, and you will find traveling a luxury instead of a discomfort. Through tickets via this celebrated line for sale at all offices in the United States and Canada. All information about rates of fare, Sleeping Car accommodations, Pullman's Heating Cars, etc., will be cheerfully given by applying to PERCEVAL LOWELL, General Passenger Agent, Chicago. T. J. POTTER, General Manager Chicago.

To Contractors, Builders and Property Owners. The undersigned having been appointed agent for the extensive iron and wire manufacturing houses of E. T. Barron, of Detroit, and the United States Iron Works and Works at Toledo, Ohio, capacity of 50 tons daily, is prepared to furnish estimates and prices for iron columns, etc., for store fronts, window caps and sills, threshold plate, wrought iron beams and girders, by double, triple, or quadruple angles, a, s, f, g, h, i, j, k, l, m, n, o, p, q, r, s, t, u, v, w, x, y, z, and all other iron, steel, and wire work, such as, iron fences, cresting, iron dowel-grates, shutters, stairs, iron-ladders, suitcases, chairs, vases, a quadruple fountain, summer houses, lawn, garden and cemetery ornaments, flower stands, grave markers, etc., in endless variety. Catalogues supplied upon application. HENRY H. HARRY, Manufacturers' Agent and Architect. aug 11-12-1881 Council Bluffs, Iowa.

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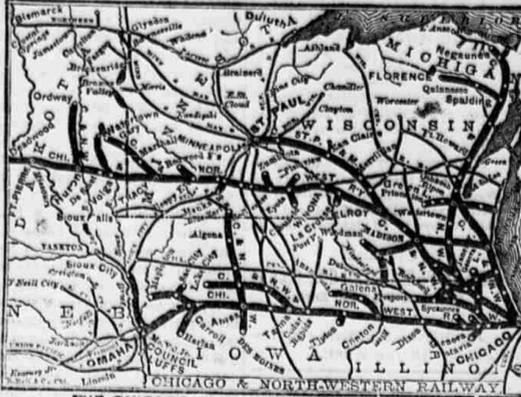
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