

THE EVICTED TENANTS' ASSOCIATION.

MR. MORLEY DECLINES TO RECEIVE A DEPUTATION.

DENUNCIATION OF GRABBING.

(FROM OUR CORRESPONDENT.) Cork, Saturday. The Evicted Tenants' Association held their weekly meeting to-day at 41 Old George's street. Mr Eugene Cotter, Carrigrohilly, presided, and there were also present:—Messrs

were the only ray of hope in the prisoners' lives (hear, hear). The prisoners were entrapped by Government money, and, with these facts before them, the Government, if they were never bound by their promises to Ireland, were bound in justice to release them (applause).

The Chairman, in putting the resolution, said they were asking for justice, not mercy; and justice they would have no matter what the cost was (loud applause).

The resolution was passed with enthusiasm, and the proceedings terminated.

Cork, Saturday.

The arrangements in connection with the visit of Mr John Morley to Cork were completed to-day. Mr Morley will arrive by the morning mail from Dublin on Monday morning at 11.15 o'clock, and will be joined at the Glanmire station by the members of the Cork Chamber of Commerce, who will accompany him to Queenstown. A special steamer has been engaged, and will take the party on board at Queenstown for a cruise round the harbour. In the afternoon Haulbowline will be visited, and the party will then return to Cork in the steamer, making a stop at the Passage Docks if there is time. At half-past six o'clock Mr Morley will be entertained at dinner at the Imperial Hotel by the Chamber of Commerce. Eighty gentlemen have been invited to meet the Chief Secretary at the banquet. Mr Morley intends to depart for Dublin by the night mail on Monday, leaving the Glanmire terminus at six minutes past ten. As the result of an informal conference between the Mayor and a few members of the Chamber of Commerce to-day, and as a consequence of the explanations of the latter gentleman, the Mayor consented to accept the invitation of the Chamber, and will join with that body in receiving Mr Morley on Monday.

THE HAULBOWLINE DOCKS.

EARL SPENCER AND MR WILLIAM FIELD, M.P. Mr Field, M.P., has recently had some correspondence with the Admiralty authorities re the Haulbowline Docks, and received the following letter from Earl Spencer:—

Dear Sir—Lord Spencer desires me to acknowledge the receipt of your further letter of the 7th inst, and to state that the funds provided in the annual Navy Estimates are intended to be sufficient for the purposes previously indicated in his letter of the 7th Nov, 1892, and in his interview with a deputation of Irish members of Parliament and others on 21st March, 1893.

As far as possible the policy then indicated will be carried out, but in the interests of the public service the Admiralty must use their discretion as to carrying out work in any given place or time.

With regard to placing contracts in Ireland, his lordship can only repeat that he will welcome any opportunity that the Admiralty may have to avail themselves of Irish resources, but it is scarcely reasonable to expect the Admiralty to create resources which experience shows is better left to private enterprise.—I remain, sir, yours faithfully,

W. GRAM GREENE.

William Field, Esq, M.P.

THE NEW NAVAL PROGRAMME AND CORK RIVER DOCKYARDS' RIGHTS.

THE EDITOR DAILY INDEPENDENT. Sir—In the "Irish Times" late leader on Lord Spencer's letter to Captain Denelan shewing the capabilities of the existing ship-building works and docks on the Lee for undertaking much of that required by the scheme of naval construction now commencing, and the equities to the South of Ireland in a portion of such Imperial expenditure while paying Imperial taxes, because in some points Haulbowline may be unsuitable, or not as fully equipped as it should long ago have been for every description of naval construction and repair, as if justice had been done. The writer omitted to point out that it lies at the most salient point of naval attack, sea or wave damage, and mail connection with half the world in the home countries, and submarine telegraph cables, only 255 miles from Brest and Caerbourg fleets (or 16 hours at 18 knots), and one commanding the whole trade—North and South Atlantic and Mediterranean—of the English Channel; in short, the one with the heaviest naval duties for the Empire; one with almost a certainty of fighting midway with cruisers from those two ports, and consequent heavy damage to fleet which Plymouth or Portsmouth (both having to provide for Channel, Irish Sea, and East coast casualties) may then be too crowded to repair with useful speed, especially if action were severe and many mercantile vessels had entered their harbours to wait for safe convoy or wind, and at the only point which would be effectual should trouble come from the United States simultaneously with Continental warfare. However improbable that may be, we know that the States are making gigantic and State-aided efforts to regain their old prominence in the carrying trade and protection of the seas in competition with us—vide Southampton; they are filled with many races beside the Anglo-Saxon, and are not less inclined than the rest of human nature to avail of an opportunity when it offers to master the sea which is common to both shores, and in the effort to supplement her mercantile marine economically and speedily by making prizes of ours, knowing well that the more they took the less we could respond, in fact all conditions would prevent us responding at all. Should opportunity to gratify such a temptation with success arise the price we would have to pay for keeping peace by concessions would suffice to completely construct and equip many a larger naval establishment than the most perfect one that could now be devised on the Lee. It is less likely to arise if one or more dockyards, capable of building and repairing all sorts and conditions of ships from a torpedo boat to the biggest battleship or Atlantic liner, at any time or notice, be provided beforehand at the nearest point to possible operations; i.e. the Lee. Besides being freer from fog for entry and exit—and 270 miles nearer than Plymouth and 400 miles nearer than Portsmouth—for vessels needing repair, coal, or orders; to these great converging trade routes and interests, it possesses similar relation to the whole west coast of Ireland, and is for attack, defence, or aid to mercantile marine, coasting trade, or fisheries, the most dominant point of that which history has often shown to be the weakest, and, therefore, most tempting part of the United Kingdom's littoral. Also for the large fleets which yearly assemble for naval manœuvres, and casualties among which have been of too frequent and recent occurrence in successive years, to need refreshing the public ear on; but when ships represent £1,000,000 apiece, more or less, the risk which is run in sending them disabled 300 miles (average two nearest dockyards from Roche's Point, mouth of Lee) farther than needful, with further risk of interception by sound hostile vessels on the way, in an unseaworthy or semi-sinking condition, is as thoroughly to be condemned by every sane taxpayer as is the cheese-paring policy, want of foresight, or of inter-Imperial morality, which has made it necessary, and long since has acquired the force of habit in doing wrong to Ireland.

Thirty years, or so, after we have paid the "Alabama" claims, to vindicate the honour of the British Government when the strong were injured by its laxity, it is pitiable and humiliating to have to urge such considerations to secure like observance of it to the weak, whose yearly protests made laxity and wilfulness but more pitiable than the Parliamentary representatives of the latter have been urging the regeneration of the masses in England before their own. Have the boasted British civilisation and love of fair play retrograded since the Geneva award, are their honour and gratitude only echoes from mythology—which should be facts—and is justice a humbug unless confronted by might, since the Irish Volunteers consented to disarm?

Considerations of small economy gained by cutting contracts are the only valid ones urged by Lord Spencer; but it could easily be shown that the costly effects of depleting local currency by taxation from which a return in expenditure is derived, more than neutralises any gain from this source, whose rate is hardly 3 per cent, as shown by recent tenders published. But if thin neutralisation were non-existent, I say that the single consideration of geographical advantages of position to command and strike from the Lee, as a centre, over the greatest radius on the main line of naval and trade communication and operations, and if injured, to be repaired and sent to sea again with the maximum of speed and minimum of risk, at all times, than from any other possible centre; and from an extensive fortified harbour with deep water, is so far paramount to the previous considerations both in policy and economy that they become inadmissible in the argument. Herehave jalore possesses the requisite natural conditions to compete, but having neither rail, building yards, docks or skilled labour, like Passage—all needing further exclusion of permanent employment—may be excluded for present purposes. As to the alleged unsuitableness of Haulbowline for general work, the weather effect on that in open air would certainly be a shortening of possible working time in the year; but this could be almost obviated by the construction of similar covered sheds to those at Portsmouth or Plymouth. A transudor open

(FROM OUR SPECIAL CORRESPONDENT.) Cork, Sunday Night.

In connection with Mr John Morley's visit to Cork to-morrow the Mayor, through his secretary, has written the following letter to the Press:—

"Municipal Buildings, Cork, 25th February, 1894.

DEAR SIR—With reference to the announcement made in the "Evening Echo" of yesterday re the council of the Chamber of Commerce and Shipping receiving Mr Morley to-morrow and inspecting with him the works at Haulbowline, I am directed by the Mayor to say that while it is true that after hearing the representations made to him by three of the most influential members of the council he did consent as stated to take part in the arrangements made for that occasion, he has since deemed it his duty to reconsider all the circumstances of the case, with the final result that he feels bound to adhere to his original determination, and for the reasons set forth on his behalf in my letter to the hon secretary of the chamber.

He desires me to add that he has arrived at this conclusion with deep pain and extreme reluctance, but that he is convinced no other course would have been compatible either with self-respect or his duty to the office he has the honour to hold as head of the Municipality.

The Mayor sincerely hopes at the same time that the object of the Chief Secretary's visit may be attended with the success which he has in common with all classes of his fellow-citizens, earnestly desires for—I am, dear sir, faithfully yours,

"D F GILTINAN."

A hurriedly convened meeting of Nationalists was held to-night in the Young Ireland Society's Rooms for the purpose of considering the attitude that should be adopted towards Mr John Morley, who is avowedly coming to Cork at the instigation of Whig members of Parliament. The meeting was well attended, and was at once unanimous and enthusiastic. Mr John Slattery presided. There were also present:—

Messrs P H Meade, T C; M O'Donnell, T C; G S Crowley, T C; P P Barry, T C; F O'Shaughnessy, W Wren, R S M Namara, F Boylan, J Cronin, J Doonan, J M Swiney, D O'Mahony, W Naville, T O'Donovan, J Murphy, P Lynch, J Lyons, D Rioran, M Scully, D Deleva, M O'Mahony, P J Lynch, J Leahy, D O'Leary, W Lee, M Kearney, J Love, &c.

The Chairman said that that meeting of Nationalists had been hurriedly called together for the purpose of letting Mr John Morley and the Government know that the promises they had made before entering office had not been performed (hear, hear). He believed Mr Morley had come into office well inclined towards Ireland, but he also knew that the promises made by himself and Lord Ripon to the Irish people had not been fulfilled. They were not there to say a word against Mr Morley but for the purpose of telling him face to face he had not kept the promises made by himself and his colleagues (applause). For three years the League and the Nationalists of Cork had been sending the resolution to Mr Morley, and they were there to reiterate what they had been saying for three years, and that was to ask him and his Cabinet to fulfil their pledges (applause). He referred to a statement made by Mr Morley in 1885 to an Irish member, to the effect that in the past the Chief Secretaries who came to Dublin Castle were contaminated and that if he became contaminated likewise he would resign. He (the chairman) hoped that Mr Morley's mind had not become contaminated, but whether it had or not they knew that his employees at the Castle were his masters, and if he was a strong man that would not be so (applause). Mr Morley, Lord Ripon and others had promised to liberate the Political Prisoners when the Liberals had got into power, and also to reinstate the Evicted Tenants. There was a great deal of difference between these two things. To reinstate the tenants it was necessary that an Act of Parliament should be passed, but releasing the prisoners requires only one line to be written by Asquith (applause) and the prison doors would be open (applause). The Lords could not prevent it, and therefore, there was no excuse whatever about the release of the prisoners (hear, hear).

As to the tenants, the Cork evicted tenants had written a polite letter to Mr Morley asking for an interview, and he had replied that he could not see that an interview would serve any useful purpose. They were living in troublesome times, and the people of Ireland should think of themselves, and refuse their votes to anybody who would say "No" to these two questions, "Will you agitate for the release of the Political Prisoners?" and "Will you agitate for the reinstatement of the tenants?" (Applause.) Mr Morley would pass through Cork to-morrow, and they would put these matters face to face with him, and tell him that if he continued in the present line it was the duty of the Irish members to vote against the Government if they refused to do anything for Ireland (applause). What had they done for Ireland for the past two years? (Cries of "Nothing.") There were house-arrests in Roscommon, prosecutions of members of Parliament, suppressing of meetings by Morley's police near Cork and in Waterford on Sunday last, as if the people were a lot of anarchists; but there was one thing the Government had done—they were still making new J.P.'s (laughter). They had restored the "Star Chamber," and done everything that was bad and nothing that was good, and in a more odious form, under cover, than any Government he had ever known (applause). He concluded by hoping that Irishmen would rise up as before, stand shoulder to shoulder together, no matter what Government was in power, and prove that Ireland still blocked the way (loud applause).

Mr George S Crowley, T.C., proposed:—That in view of the presence of Mr John Morley in Cork to point out to the people that the Government which he represents has failed to fulfil its promises to Ireland, and that we seem inconsistent with Nationalist principles to extend any welcome whatever to the official representative of a Government which persistently declined to even consider the release of the political prisoners, which has failed to fulfil its promises regarding the evicted tenants, and which has, through Mr Morley himself, resorted to jury-packing of a disgraceful character, and revived the forcible suppression of free speech in the country" (applause).

Mr Maurice O'Donnell, T.C., seconded the resolution and said that they had practical experience in Cork of jury-packing, in addition to the failure to release the political prisoners and to reinstate the evicted tenants. Mr John Morley, instead of getting a welcome in Cork, should get a good his (applause). While the Irish members were coalescing with the Government no good whatever could be obtained for this country (applause).

Mr P P Barry, T.C., supported the resolution and said that this was not a time when they should be shy in their words (hear, hear). Mr Morley and Mr Balfour as Chief Secretaries of Ireland were chips of the same block, and the people should depend upon themselves (hear, hear). Before Mr Morley entered office he was very good with his promises, and the people were soft-hearted enough to believe him, and what was the result? Promises were easily broken, and Mr Morley did not care for the prisoners now. He was deficient in charity and justice, for if he were not he would not dare for one moment to allow one of his subordinate officers to write such an impertinent letter as that written by the Government of Portland Prison refusing to allow visitors to see the political prisoners (hear, hear). If the people had a spark of manliness in them they would never rest till the prisoners were released, and if they told their representatives that they would secure no vote in Ireland until they secured the release of the prisoners these gentlemen would be brought to their senses (applause). As long as they were going begging they would never get anything for the country. The present Government were in power through false promises (applause).

Mr P H Meade, T.C., also supported the resolution, and said that they could not and would not welcome Mr Morley, or any official of the Government, after the un-Christian and unfeeling answer sent to the secretary of the Limerick Amnesty Association. They knew that the Government had tried to poison John Daly, and he hoped that the prisoners were not in a position like poor P W Nally, who was due to death (hear, hear). It was a matter of indifference what Government was in power, the treatment of the prisoners was all the same (applause). There must be something wrong in their treatment when the Government refused to allow visits, which

centre in roofs and curved sides and hips thinly protected would alike provide for easy entry of ships masted as nowadays and for the glancing instead of penetration of any dropping shot from outside the harbour. Presence of labour beyond what building ground could be found therefor in three or more storied houses would not be such a difficulty as described in leader—in these days of steam launches, when Queenstown is only a mile away no matter what the weather. The rock-bound coast presents no greater difficulty than in many another yard, and the caisson remaining can be remedied as elsewhere, or replaced by gates. If £100,000 needs to be spent there to perfect and complete the large sums already expended it should be done. I look on possible damage to ships there from hostile fire at the harbour mouth as nil, for Camden Fort blinds it from outside Roche's Point, inside which any vessel must come to sight a gun on Haulbowline. There she would be under the converging fire of Spike Island at 2½ miles each, as well as subject to torpedo attack on either side from their shores at short distance. No admiral would allow a vessel into such a trap as she'd be sure to be sunk in. Any outside shot must be a dropping one, fired by angle off the chart at over four miles distance, uncertain in direction and spent on arrival. But the forts should allow no ship to come where she could fire at four miles, and electric light makes night same as day for this purpose. Haulbowline for building the largest battleships; Passage for all smaller ones, cruisers, &c, down to torpedo boats, inclusive—are the proper relations of the yards, and role for naval work on the Lee.

The latter is ready and asking for its equities, and, should alteration or enlargement be needed in any respect in course of time to accommodate increasing size of ships, &c, the great courage and private enterprise which has placed its services at the disposal of the Empire, and magnanimously kept them open at heavy loss through long years of depression, now past, I believe, rather than let that industry become defunct in the spot where most wanted, has earned by value given the utmost consideration from all Governments, and may say has a special claim; for State aid by loans at low rates, sufficient for all such changes, and for immediate and continuous employment in a large share of the work current now and in all the future. Anyone who remembers, as I do, the great and varied employment given to carpenters, joiners, upholsterers, painters, and a host of other trades, as well as shipwrights, in the city of Cork, as well as Passage, and the excellent quality of that done in the iron building yards above Passage years ago before they had to be cleared away for the new deep-water extensions and railway terminus, must know that most of this lighter work would still go to Cork from Passage to be done by the hands that have been so long wanting it; and that the whole would be as inestimable a boon to the general trades of Queenstown, Passage, and Cork, as it is possible its old excellence of execution would be maintained, and they have a right to such, which can be given effect to in the coming Naval Estimates. In the coming inquiry into the past financial relations of Great Britain and Ireland, Sir J N M'Keown managed that the distribution of Imperial expenditure should be a factor, it is now easy to render this branch of it unnecessary to extend into the future, for last night's division showed that the Ministry must give it, if it be firmly and persistently demanded; and Mr Morley supported in doing what he can.

Whatever consideration of expediency may have justified the application of all Parliamentary effort to forwarding the English masses' interests—exclusively of every Irish special one—since the Home Rule session (my views on which expressed in the "Cork Examiner" when trying to effect a *modus vivendi* between the two parties which would save waste of resources and seats in June, 1892, exactly foretold the present position and remain unaltered); none at all can justify now sacrificing the Irish artisan to the English in this smaller matter which will not affect Home Rule, and delaying decided action till the money and opportunity for raving this great industry on the Lee are both gone.

It is a question which admits of no grounds of difference between Unionists, Parnollites, and M'Carthyites—one which should unite all—but the latter alone hold the power to enforce the demand. Those who remember the tension relieved, employment given, houses saved, and emigration stopped by the expenditure of Lord Beaconsfield's and Mr Balfour's joint £1,850,000 or so over the whole of Ireland in the five years it went on, can judge best what relief £500,000 or £1,000,000 thus spent yearly and continuously on the Lee alone would give to the people in that small part of Ireland. They know the need in Cork and the south. Will they insist on and secure a full naval establishment for building, repairing, and everything there—a good share of the new contracts and guarantee of continuance of Ireland's full proportion of all naval work in future, equitably distributed between North and South—without flinching, when they can by an ounce of backbone.

By their conduct they will be judged. We shall see! Yours truly,

M'GILTYCOURT OF THE REEKS.

P S—Sir William Harcourt or others may say "that to make such provision would be pandering to disloyalty." The answer is to teach him what loyalty means by making him act loyally to principle, or turning him out.