

**Provincial.
Railroad Accident.**

TORONTO, May 11.—Yesterday afternoon the directors of the Credit Valley Railroad and a few leading citizens went by special train to inspect the work recently finished on the section running from Carleton to Streetsville. On the return journey, and while awaiting on a siding at Carleton for an engine to bring them into the city, the engine which was sent from here for that purpose, through some bungling, dashed into the car at the rate of thirty miles an hour, completely wrecking both and injuring most of the occupants of the car. The engineer states that he understood he was to pick up the Credit Valley car at the station beyond Carleton and was hurrying along to perform this duty. The switchman at Carleton said he saw the engine coming and set his switch on the siding where the car was standing, thinking the engineer would slacken speed before taking the Credit Valley siding. Among those most seriously injured are James Gooderham, merchant and miller of the city, who has since died; P. D. C. Oger, coal merchant, who is in a critical condition; ex mayor Morrison; John McNabb, retired hardware merchant; Samuel Betty, railway agent; A. G. Falconbridge, Barrister; Darcy Bolton, Barrister. A few escaped by jumping from the cars.

TORONTO, May 12.—A special car containing the excursion party left Toronto at 2 p. m., and was taken by a Grand Trunk engine to the Junction, where a Credit Valley engine attached which took it to Streetsville, and returning about 6 o'clock left it on Credit Valley line, about five hundred feet from the switch, to await the Grand Trunk engine, which was to take it back to the city. The interval was followed by speech-making, and while Mr. R. W. Elliott was replying to a toast, the Grand Trunk engine, going at a rate of thirty-five miles an hour, ran into the car, smashing one end, driving the trunk through the floor and injuring nearly all the occupants more or less severely. James Gooderham, of the firm of Gooderham & Worts, received injuries from which he has since died. The engine driver says that he was ordered to proceed to Carleton and wait there, and that the switch being open when he was going at a good average speed he ran into the cars before there was any possibility of stopping.

What will be done with Hanlan.

(From the Toronto Globe.)

The question now arises, What is to be done with Hanlan? It is probable that there is not a sculler in the world who can hold a candle to him. Wallace Ross's easy defeat of Emmet laid it open to question whether the brawny young New Brunswicker was not more than a match for all the Thames men, and Wallace Ross is of no sort of use when pitted against Hanlan. In fact, there is a very general impression abroad that the London scullers have no really first class man among them in these days, and the winning of the championship by Elliott, a Tyne sculler, goes to prove this. Hanlan's next effort will be to wrest the English championship from Elliott, and in a match between those two there is some chance of a really good race. Elliott is, from all accounts, able to beat anything that Hanlan has yet done, but our champion has a reserve fund of unknown extent. As a matter of fact he has not been compelled to do his best in any of his great races. It is possible that he can pass Elliott as he passed the rest of them, and then there remains only Laycock, who lately defeated the Australian, Trickett, the holder of the sculling championship of the world.

The switchman on the other hand says that the engine driver gave the signal for him to open the switch, which he accordingly did.

QUEBEC, May 10.—Private telegrams received within the past few days from Hon. Mr. Joly in London, state that the hon. gentleman has had an interview with the Colonial Secretary, at Downing street, and was most courteously received. A general impression prevails that the Letellier question will be referred to the Judicial committee of the English Privy Council for decision.

The rumor which has appeared in one or two journals setting forth that the question had been referred back to the decision of the Governor General and Privy Council of the Dominion, is understood to be entirely without foundation.

JOB PRINTING
of every description neatly executed at the office of this paper.

AGENTS FOR HERALD.

The following gentlemen have kindly consented to act as our agents; all intending subscribers will therefore confer a favor by sending in their names and subscriptions that they may be forwarded to this office.

St. John's—Mr. W. J. MYLER, Water St. Brigus—Mr. P. J. POWER, School Teacher. Bay Roberts—Mr. G. W. R. HIERLIHY.

We have not as yet completed arrangements for the establishment of our other outport agencies, the names of the various gentlemen will however be announced in due course through the columns of the Herald. For the present all intending subscribers or advertisers at Harbor Grace will please hand in their names to A. T. Drysdale Esq.

THE CARBONEAR HERALD

"Honest Labor—our noblest heritage."

CARBONEAR, N. F. JUNE, 5.

OUR FISHERIES.

Now that our Labrador fleet are daily leaving their various ports for the purpose of entering upon the season's voyage, we feel that a few words in connection with this most important subject will not be deemed inopportune or uninteresting either to those engaged in the prosecution or participating in the general results thereof. We are much gratified to observe that our people profiting from the experience of the past, are awakening to the necessity of being early on the ground to ensure, as far as possible, their future prospects of success, the unfavorable results of former years having but too clearly demonstrated to them, that the loss hitherto incurred, may in a great measure be attributed to the delay which has unfortunately, too often taken place in making arrangements for proceeding to their intended destinations. This great obstacle having been removed by the early departure of the Labrador vessels, the next most important point for consideration, would be the great and we may say, the imperative necessity of increased and extra vigilance on the part of those more immediately interested in the cure and saving of the season's voyage, that such an improvement may result in this respect as may tend still further to enhance the local value and ensure a brisk demand and ready sale for our staple product in foreign markets. That grave necessity exists for improvement in the cure of our fish, we feel that we need adduce no stronger proof than the opinions advanced and the suggestions offered on this subject in the Reports of the Commercial Body of this colony for some time past, these opinions and suggestions being of the most unequivocal character. To the foregoing may also be added the increased and daily increasing competition, with which we have to contend on the part of foreign nations, such for example as France, Norway and the United States—a competition which has already resulted so seriously to our interests in some countries, of whose markets but a few short years since, we may say, we enjoyed the almost absolute and undisputed control. In referring to this subject we wish to be understood, as by no means speaking in disparagement of our local produce or in depreciation of its abstract value in foreign markets as compared with that of other countries, cargoes of our Newfoundland made fish having in many instances, as we are credibly informed, commanded a ready sale and at higher rates than the best quality of any of the countries referred to. Viewing the subject therefore from the point of self interest, looking to the difficulties against which we have to contend in foreign markets as also the satisfac-

tory results which have been attained in the instances referred to, may not extra vigilance and attention in the cure of our fish be reasonably urged? Does it not become absolutely necessary, if we are desirous to retain for the produce of our country that prestige and standing, which for so long a period it has maintained in the markets of the world.

Direct Steam Communication with the Labrador.

Closely connected with the subject of our Labrador fishery, is that of regular steam communication from Conception Bay connecting with the various harbors along that line of coast within the jurisdiction of the Government of this colony. Looking to the magnitude of the interests involved in this most important branch of our fisheries, more especially so far as Conception Bay is concerned the people of the various districts comprised within that extensive Bay forming a large majority of those engaged in the prosecution of this fishery, we feel deeply impressed from many reasons, with the necessity for increased facilities of correspondence and more frequent communication being extended during the summer months to those from the fruits of whose energy and enterprise within the period referred to, so much of good or evil is likely to result to the general interests of the colony. In the first place when we come to consider the vast numbers of our people who annually migrate to this distant region, thereby we might say separating themselves in no slight degree from the salutary influence of social intercourse with the various communities to which they may belong, much inconvenience, if not absolute danger to life or health must naturally result from the unavoidable absence of many of those necessary comforts and assistance which under more favorable circumstances might be easily availed of. Then again contingencies may arise, when an extra demand on the stock of supplies usually required for the season's voyage, may render further and additional increase, a matter of immediate necessity, much inconvenience, if not actual and serious loss to the interests of the voyage may be entailed, by want of the necessary facility, or means of communication with the particular quarter whence a further quantity may be obtained. To these may also be added the risk of any serious accident or epidemic in which the aid of surgical or medical assistance may be indispensable, and the means of obtaining such aid or assistance, either utterly beyond reach, or at best, too remote to be availed of. In such an unfortunate state of affairs, what financial consideration could compensate, for the loss of life or limb thus possibly endangered? The foregoing and various other important considerations which might be adduced dia time and space permit, point most unmistakably to the urgent and imperative necessity of all possible means of regular and frequent communication being placed within the reach of those who abandon the comforts and conveniences of home during so long a season, and by the fruits of their energy, enterprise and industry contribute so largely to the material wealth and prosperity of the Colony.

Since our last issue we availed of a favorable opportunity to visit the upper part of Conception Bay and for this purpose left Harbor Grace on Monday last, per "Lady Glover," for Brigus, where we arrived about half-past two o'clock in the afternoon. After a stay of about twenty-four hours in this picturesque and thriving little town we left in the afternoon of Tuesday for Bay Roberts where we arrived about six o'clock. As the result of our visit we give the fol-

lowing notes with reference to shipbuilding &c., in this section of the Bay which we gleaned during our progress, for the benefit of the readers of the "Carbonear Herald." Upon our arrival, feeling as we do, a deep and lively interest in the home industries of our country we proceeded to make inquiry and learned with much pleasure and satisfaction that with regard to the important industry of shipbuilding, Brigus and Bay Roberts occupied a position of prominence in this respect inferior to none other in the Bay. As an indisputable evidence of this fact we found that in Bay Roberts alone within the last two years no less than six vessels has been built by the energetic and enterprising firm of C. and A. Dawe; viz.—the "Alpha" in 1877, the "Brisk" and "Cabot" in 1878 and the "Dauntless," "Emma" and "Ruby" within the present year. Of these vessels, the "Brisk" is now in port discharging a cargo of salt, her second for the season, the "Cabot" is at present in Nova Scotia taking a cargo of lumber for the Bay and the "Emma" is being fitted out for the Labrador. The latter vessel we had the pleasure of visiting and found her upon inspection, in every respect to be a splendid specimen of native genius and skill in marine architecture. The "Emma" a vessel of over 100 tons, is throughout built of the very best material, copper fastened and fitted out with the latest and most improved system of steering apparatus. We learned also that during the present season over 200 vessels had cleared from Bay Roberts for Harbor Grace, St. John's and Labrador. A brig of 187 tons which had just discharged a cargo of salt was leaving Bay Roberts on the day of our visit.

The Hon. W. J. S. Donnelly, Surveyor General, accompanied by Mr. Long, topographical Surveyor of the Surveyor General's Department arrived in town yesterday. The object of the visit of these gentlemen is we understand the perfection of some arrangement with a view to contemplated alterations in our public thoroughfares.

We learn from the "Ledger" of Tuesday last, that Mr. C. F. Fraser, Superintendent of the Halifax Institution for the Blind, intends paying Newfoundland a visit in company with a few of the pupils of that establishment, his object being to give a series of concerts.

CORRESPONDENCE.

To the Editor of the "Carbonear Herald".
St. John's, May 26th, 1879.

DEAR SIR,—
Since your last issue the leading items of public interest has been the departure of the hon. W. V. Whiteway, Attorney General, by last mail steamer for England. The hon. gentleman's visit to the mother country is no doubt principally connected with the difficulties at present surrounding our Railway and French Shore questions. Judging from the favorable results as regards this colony, of the labors of the hon. gentlemen at the late Halifax Fisheries Commission, it is not I think, by any means unreasonable to anticipate from his present mission a similar satisfactory adjustment of the difficulties above mentioned. Should such fortunately prove to be the case, a most salutary impetus will be given to our local interests, and our country will in the near future have a fair chance of entering upon the race for progress and advancement with her sister colonies. In the absence of the Attorney General, the hon. Mr. Winter assumes his place as Acting Attorney General, having been duly sworn in, and his Commission read in Court on Saturday last by the Chief Justice. There is a case now going on in the District Court, before Judge Renouf, which is eliciting great interest. It is against Capt. Rex for inhuman treatment of a negro on a passage from Barbadoes. The negro is about 19 years of age. If this case be proven it will be one exception to our legal maxim *Res non potest peccare*. The weather here is anything but agreeable. Warm one day, comparatively cold another. I haven't received any news worth mentioning from the south this week.

Yours very truly,
JUVENS.

[FOR THE HERALD.]

The Coming Newfoundlander.

The coming Newfoundlander is coming. I have seen him. "Bide awee," and you will see him also,—as fine a specimen of humanity, physically, intellectually and morally, as ever your two eyes looked upon.

He stands five feet nine inches in his bare feet, is square-shouldered, strong-armed, and has magnificent legs. His head is rather square, business-like, in fact, Saxon. Usually bright and merry, his eye is now quick, penetrating, searching; now soft, alluring, fascinating. They say this kind of eye is peculiar to children of the Green Isle; I don't know. I do know that it blazes up sometimes, scintillating in a truly awful manner, especially when there is question of Confederation. This, too, is usually predicted of the eye Milesian. Moderately high and broad, his forehead is Celtic and Saxon, betraying the rigorous, subtle logic of the former, with the exact comprehensive intellectuality of the latter. I am of opinion also that his look is now and then a little "canny," particularly when negotiating with a smart Yankee the sale of some shares in the Grand Lake Consolidated Coal Mine Co. He plays cricket scientifically, is a fair shot, and sculls like Hanlan. But give him a "fore-and-after," and no matter how "hard" it blows, I venture to doubt whether he has an equal.

From some remarks I heard him make I infer that he is well-instructed, with fairly educated intellect. Being a little literary, he writes scientific papers in the *Terra Nova Monthly*, (a magazine of some merit, published in St. John's), regarding the conservation of the Codfish, the extent of our Coal-measures, Copper-mining and the immense profits of extensive sheep farming.

Nor is he a bad fellow as to either moral principles or honorable conduct. He has a fair share of the former, and is accredited also with a fair share of the latter. His love of Newfoundland is real and honest; his loyalty to the Sovereign thorough and conscientious.

When I saw him he was just stepping into a first-class carriage of the express train for Grand Lake to spend a month or two on the family farm. When you see him, you will say with me that the coming male Newfoundlander is a first-rate fellow. In the meantime, listen *auribus erectis*, and you will hear his name distinctly through the —, OUTPORT TELEPHONE—JOHN PATRICK ALEXANDER NEWFOUNDLAND.

Local and other Items.

The schr. "Onward" advertised for sale on Friday last was purchased by the firm of Messrs. J. & R. Maddock, of this town.

Mr. Gambett (Home Ruler) has been elected to succeed the late Dr. Butt as M. P. for Limerick.

It is stated that a large sum of money over \$20,000, has been lost to the Quebec municipal chest though the incompetency of some of the officials in charge of the finances.

FOUND DROWNED.—At half-past 5 o'clock last Sunday evening, the body of a man named Michael Hines was taken out of the water at O'Dwyer's Cove, St. John's. The deceased had been missing since the 9th of April.

We learn from the Advocate of Saturday last, that C. F. Bennett, Esq., has been for some days so seriously ill as to be confined to his bed. By enquiry made last evening it was ascertained that he is convalescent.

Henry Ellsworth, aged 38, while setting nets near New Haven, Victoria Country, on Monday last, was drawn overboard and drowned. He leaves a wife and three children. Formerly belonged to Newfoundland.—Halifax paper, May 21.

QUICK PASSAGE.—We learn from the Chronicle that the barque Camellia, Capt. Harvey, owned by Messrs. P. & L. Tessier, sailed from this port on the 10th ulto, for Oporto, for orders; she was ordered thence to Viana, discharged part cargo, carrying the balance to Figueria, where she loaded a cargo of salt and returned to this port on the morning of the 24th inst.; thus performing the voyage in 42 days—the quickest on record.—North Star.

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