

NEWS PER MAIL.

In reply to a letter from Mr. Schindrewitz, the London Correspondent of the Neue Presse of Vienna, asking whether Mr. Gladstone would oppose a further advance of Austria to Novi Bazar, whether he considered Bosnia and Herzegovina as at present under the Austrian Government permanently settled, and whether Mr. Gladstone would permit the union of Eastern Roumelia with Bulgaria. The right hon. gentleman has sent the following answer:—Hawarden Castle, Chester, April 19-20, Sir:—I am obliged by your letter, which only the great pressure of my engagements has prevented me from answering more speedily. It appears to me that there has been a mistake in the mode of handing the subject to which it refers. All manner of comments have been made on my opinions, without verifying particulars. But I have supplied ample means for such particulars—e.g., in speech on Treaty of Berlin, July, 1878; third Midlothian speech, November, 1879; 'The Country and the Government,' 'Nineteenth Century,' 1880; 'The Friends and Foes of Russia,' ibid., 1879. On the other hand, on information whatever is given as to Austrian intentions and policy and aims. I do not decline to examine further any point of principle on which my rather copious declarations may be found imperfect; but as long as the course which I have described is followed I do not see that much progress can be made.—I remain, Sir, your faithful servant, W. E. Gladstone.—Herr Schindrewitz: The third Midlothian speech contains the five points of Mr. Gladstone's foreign policy (The Times November 23, 1879).

A Terrible Tale of the Sea.

An official inquiry into the loss of the barque Ulster, of St. John, New Brunswick, was concluded at Liverpool on Saturday, before the Stipendiary Magistrate, assisted by the nautical assessors. It revealed a terrible story of hardship and privation. The Ulster sailed from St. John on the 29th January with a cargo of timber for Liverpool, and, up to the 8th of Feb., had fine weather and favourable winds. At midnight on the 8th, however, the wind tacked, and a heavy gale commenced to blow. At daybreak the weather continued unadvised, and the heavy seas shipped from time to time caused the deck load to breakadrift. Captain Evans, the master of the vessel, thereupon got his crew to work at throwing the deck load overboard, which was done until dark, the pumps meantime, being kept going at every opportunity. The night having come on again, and the gale being unabated, the boat-skids were broken by the seas, and two of the boats, the pinnace and the gig, as well as all the loose things about the deck, which were washed away. On the 10th the weather moderated, but the following day another gale came on, and about 2 p.m. the binnacle and the wheel were carried away by a tremendous sea, which threatened to engulf the ship entirely. At 4 p.m., during a lull in the storm, the crew were able to go below to get some dinner, but while they were so engaged the ship was struck by a hurricane from the north-west, which caused the mainyard to break away, and threw the vessel on her beam ends, the port rail being under water. At 6 p.m. the cabin door was burst in, and some of the men took to the rigging. At daylight on the 12th it was discovered that the steward was missing, having probably been swept away from the rigging by the waters. Later on the swelling of the timber in the hold caused the hatches to burst open from below, and the vessel became waterlogged, upon which the crew took refuge in the upper lazarette where they remained helpless for six days, subsisting on pre-erred provisions, which they obtained by breaking through the bulkhead into the cabin. All that could be found to drink was a jar of fresh water. On the 18th the crew left the lazarette and took to the rigging, but the raging sea swept away one man, an A.B., belonging to London named James Lindsay, and the intense cold and exposure caused another man named Anderson, a Norwegian, to die in the rigging. The cook became delirious from the terrible privations to which he and all the others were subjected, and he jumped into the sea in a fit of frenzy. For three days the unhappy men remained clinging to the waterlogged ship, having neither food nor water to sustain them, and their sufferings being increased by the fact that two steamers were sighted which, in spite of the signals made by the despairing men, passed on without noticing them. On the 23rd of February they were seen by the steamer Hipparchus, which took them off in her lifeboat, and brought them to London. The above facts having been shown by the evidence the Board of Trade Court in giving judgment on Saturday exonerated the master from all blame, attributing the loss of the ship to the terrific weather which prevailed in the Atlantic at the time.

Missing Ship Atalanta.

From inquiries made at the Admiralty to-day it appears that great anxiety is felt, not only by the official, but by the friends of those on board, as to the fate of H. M. S. Atalanta. The vessel was last heard of from Bermuda on the 31st January when she left that port presumably on her way to England, as she had orders to be off Spithead on the 4th April. It will thus be seen that 72

days have elapsed without any tidings of the vessel having been received. The Atalanta is used as a training ship for ordinary seamen, and is classed in the navy list as a "sixth rate," 958 tons register. She is in some degree a similar vessel to the Eurydice, which foundered in a squall off the Isle of Wight in March 1878. Before, however, she was commissioned on the present occasion she was thoroughly surveyed and tested by the officers of the Admiralty. She left Portsmouth in October last, and is commanded by Capt. F. Sirling. The officers comprise Lieuts. F. Blackett, A. Dove, and P. E. Fisher; Naval-Lieut. Stephens, Rev. R. Nimmo, chaplain; and Staff-Surgeon E. L. Moss, M.D. The officers and crew in all number 300. Telegrams have been sent from the Admiralty to Gibraltar, ordering the Wye to proceed towards Bermuda in search of the missing ship.

The Channel fleet which has been ordered by the Admiralty to proceed in search of the Atalanta, will sail in extended open order to the Azores. If unsuccessful, the ships are to search the track from Bermuda to Bantay Bay, Bermuda being the last place visited by the missing ship. The Wye and Flirt have already started on the same errand. The captain of the mail steamer Tamar, which arrived off Plymouth, reports having met both on the outward voyage to Colon, and also upon his return home, a large copper-bottomed vessel bottom up. Application has been made by the Board of Trade for a man-of-war to the Department to tow the wreck or to destroy it, as it lies in the direct West Indian route, and as a source of great danger to all passing vessels. An attempt to ascertain the vessel's name failed owing to the heavy sea running. The vessel was estimated to be a vessel of about one thousand tons.

On the 7th of November 1879, the Atalanta, a sailing frigate, training ship for young seamen, proceeded on her third cruise of instruction, and sailed from Portsmouth for the West Indies, with orders to return home about the 4th of April. In consequence of two cases of yellow fever occurring on board, Captain Stirling determined to proceed at once to Bermuda, where he arrived on the 29th January, and left on 31st, January for England, the crew being then in good health, since which date no intelligence of the Atalanta has been received. Until last week it was hoped that the non-arrival of the ship was caused by Captain Stirling, after leaving Bermuda, deciding to prolong his cruise in accordance with the original orders. That time having now passed without any news of the ship, orders have been given for Her Majesty's despatch-vessel Salamis to proceed at once from Gibraltar to the Azores and make inquiries at each of the islands for any traces of the Atalanta. The Bacchante is now on passage home from Bermuda. It is, therefore, hoped that if the Atalanta has been dismantled, she may be fallen in with. When the Atalanta left Bermuda, there were 164 tons of water on board, and an ample supply of provisions. The ship was in all respects sound possessed of unusual stability, and commanded by an officer of good judgement and high professional qualifications; but the unexpected delay in her arrival affords cause for anxiety as to her safety, bearing in mind the many disasters which occurred during the past two months, consequent on the very severe weather which has been experienced in the Atlantic. There is, however, still ground for hope that she may be only dismantled, and may yet arrive in safety.

Our Linnithgow correspondent states that the Atalanta was commanded by Captain Stirling, of Muiravonside house, near that town, a gentleman universally esteemed in the district. A little girl named Deu, four years of age, has been outraged and her body cut up into thirty-five pieces by Louis Meneston, aged twenty, formerly a sailor. He decoyed her to his home in the Rue de Grenelle, Paris during the absence of his parents, and there committed the crime. The child's parents were in the greatest anguish at the child's disappearance on Thursday afternoon, but on Friday suspicion falling on Meneston, a domiciliary visit led to the discovery of the dismembered remains. Precautions had to be taken against his being linclosed on his way to prison.

A middle aged man named Jas. Shaw was convicted at the Edinburgh Police Court on Tuesday by Bailie Anderson of stealing a pair of shoes from William Muirhead, a fellow lodger. It appeared that the persons named resided, with a number of others, in a lodging house in Paisley Close. On Saturday night, Muirhead was the worse for liquor, and went to bed with his shoes on. The shoes were gone in the morning; and were found by the police under Shaw's pillow. The latter said he had taken them from Muirhead's feet for safety, as he was afraid some of the other lodgers might steal them. He was sent to prison for ten days.

JOB PRINTING

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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 at this office.

- Brigus—Mr. P. J. Power, School Teacher, By Roberts—Mr. G. W. R. HIRSHLEY. Heart's Content—Mr. M. MOORE. Bell's Cove—Mr. Richard Walsh, Post Office Little Bay. Twillingate—Mr. W. T. Roberts. Fogo—Mr. Joseph Rendell. Tilton Harbour—Mr. J. Burke, Sr. King's Cove and Keels—Mr. P. Murphy, Bonaville—Mr. P. Templeman. Catalina—Mr. A. Gardner. Bay de Veys—Mr. James Evans. Colliers—Mr. Hearn. Conception Harbour—Mr. Kennedy. Harbour Main—Mr. E. Murray. Salmon Cove—Mr. Woodford. Holyrood—Mr. James Joy.

Notice.—This paper will not be delivered to any subscriber for a less term than six months—single copies four-pence.

All correspondence intended for publication must be sent in not later than Tuesday evening.

THE CARBONEAR HERALD

"Honest Labor—our noblest heritage."

CARBONEAR, MAY 13TH.

We are indebted to J. F. Munn, Esq., for the following

ADDRESS

From the Priests of the Cathedral and others, &c.

On Saturday last, 8th inst., the following Address was presented to His Lordship the Most Rev. Dr. Carfagnini by the Priests of the Cathedral, and others of the Diocese who had come to Harbor Grace on the occasion of his Lordship's departure:

MAY IT PLEASE YOUR LORDSHIP,—

In the name of the clergy of Harbor Grace, and in union with our brethren of this Diocese who have repaired hither on this sad eve of Your Lordship's departure, I beg to tender in Your Lordship's presence the expression of our sincere regret, and bid you a "Farewell."

To state that Your Lordship's retirement from this Island is felt by us to be a public loss is but to re-echo the prevalent feeling in this Diocese. But it more painfully and directly affects us, your clergy. Under your rule we lived happy and to us you have been always a sure guide. The earnest piety and fidelity with which you discharged the duties of your exalted station betokened you the accomplished pastor, whose memory we shall ever cherish, and whose life it will be our aim to imitate.

Indeed, my Lord, to enumerate your virtues, the many and splendid adornments of your mind and heart the memorials of zeal you have left behind, would be a labor of love, but far exceeding the limits of a short address. As our Bishop you added dignity to our priesthood, and became in truth our model. We have seen the vigilant sentinel of the house of Israel amidst us as one of us, and felt constrained to acknowledge him as our guide—"imitatores mei estote." Your elevation to the episcopate changed not the amiable simplicity of your ways no more than the form of your unassuming life. We found the bishop what the priest and missionary had been; you made yourself all to all to gain all for Jesus Christ. Ranking foremost in dignity, you also led in humility. Your ambition was to serve those over whom the Almighty placed you father and chief. The loving interest, my Lord, which you brought to bear incessantly upon our well-being, your forbearance verging on indulgence, the condescending frankness of your intercourse with us, are special and endearing traits of disposition, which must ever claim on our part a return of affection and esteem lasting as it is true. If religion has made notable progress; if education is paced on a promising footing amongst us, to whom belong the praise but to the generous efforts of the virtuous prelate who is now about to leave us, and whose

loss we so deeply lament. May the Almighty crown your labors in life, and the blissful invitation addressed to the faithful servant be your reward in death.

Permit us, my Lord, to avail ourselves of this opportunity to express our earnest attachment to and heartfelt sympathy with our Holy Father Leo XIII., who amidst the complicated difficulties of his present position knows so well to govern the Church. Be pleased, my Lord, when in the eternal city, to offer these our sentiments of devoted attachment and filial submission to the venerable Pontiff, and beg for us his apostolic benediction.

In fine, my Lord, at this parting hour may we humbly solicit your generous acceptance of this Pectoral Cross? Though its intrinsic value may be of little consideration to Your Lordship; yet, as the emblem of Redemption, and a souvenir of us your devoted clergy, we are sure, it will be highly prized by your pious and affectionate heart.

Signed on behalf of his brother-priests, E. F. WALSH, P. 2, Brigus, May 8.

REPLY:

My Dear Brothers in Christ,—

Your sentiments of devotion and attachment to me, which I have experienced for so many years, by close connection with you, you need not express in that most kind Address which you have presented me on this the eve of my separation from you. But, by this act of kindness, while you honor yourselves you afford me great satisfaction to feel that my conduct has had your approbation, and for which please accept my most grateful thanks.

Whatever good I have done here, I have done it through you, and with you and without you I could do nothing; to you therefore, for any good that has been done, is due the tribute of praise.

You, as the Elders to Moses, have been to me, indeed, of great help; for "the heavy burden" of the Episcopate, was above my strength, and I could not bear it alone; being shared out unto you it became "lighter."

Your zeal for the salvation of souls entrusted to your care; your readiness in answering to the call of duty and charity, regardless of all obstacles, showed you to be zealous and faithful laborers in the vineyard of the Lord: but your devotion and submission to my authority made me forget I was your Bishop, respect you as true ministers of the Altar, and love you as brothers.

Continue, my dear brothers, in this exemplary and praiseworthy line of conduct under my successor, and may he appreciate your priestly virtues, and respect you more, and love you as I did. And may the Lord, in whose vineyard you so faithfully labor, give you, after death, the reward He has promised to His good servants, and to the faithful dispensers of His Holy mysteries.

I am glad to hear of your sincere and firm attachment to His Holiness Leo XIII. Continue to cherish these beautiful and sublime sentiments towards the venerable Pontiff, and pray that the Almighty God may long preserve him to govern His Holy Church. I shall be most happy to present to the Holy Father your homage of attachment and devotion to him and to the Holy See, and humbly request Him to send you His Apostolic Benediction.

I tender you my heartfelt thanks for the Pectoral Cross you have been pleased to offer me. As it is the emblem of our Redemption and of all virtue, I shall prize it as the most precious gift you could have presented me, with the assurance that you will offer your prayers to Him who died on it, that I may follow His footsteps, and be a Pastor according to His heart.

In fine, thanking you again for your most kind Address, and, more so, for the spiritual good you have done, and, I am sure, will do to this my ever dear, and beloved people, I give to each of you, from the bottom of my heart, my last blessing.

Yours faithfully in Christ, H. CARFAGNINI, O.S.F.

May 8,

Correspondence.

We will not hold ourselves accountable for the sentiments or opinions of correspondents.

To the Editor of the Carbonear Herald, HARBOUR GRACE, May 10.

DAER HERALD,—

I was very much amused to see the veteran Chairman of the Road Board out in his true colors in your last issue, challenging the writer "Fair Play" to the front to prove, if he can, his charges in the "Evening Telegram" of the 20th of April last, against the above named Board. But, Mr. Editor, anticipating that "Fair Play" will show the white feather on this occasion, and fearing the important question at issue might consequently fall to the ground, I wish now to express my views on the subject; views, which I am convinced will coincide with those of the majority, and which I think ought, more or less, deserve the attention of the Government. It appears that during the last few years past a feeling of dissatisfaction has been existing amongst the general public here against certain

members of the Road Board, on the grounds of their being men of business pursuits, and through no small degree of certain influence on that account, too much grist flows to their mills. That such feeling still exists and will continue to exist while public opinion prevails, seems to be an unquestionable fact such being then the case would it not be both advisable for and creditable to these gentlemen who are obnoxious, for reasons above stated, to resign their seats on the Board and let non-business men, alone, constitute that Body? In giving expression to these views, Mr. Editor, I do so without prejudice, and I wish it to be clearly understood, that I do not for a moment question the integrity or the intelligence of the gentlemen of the Board of Road Commissioners, but simply offer my suggestions with the hope that the evil, if such it be, complained of will be remedied and thus put a stop to the paper war or rather "tempest in a teapot" that has been so long carrying on in our thriving little town.

In conclusion, Mr. Editor, I cannot do better than use the words of your correspondent "Amicus," "I hope these persons troubled with a mania for scribbling will consider what they are doing by this paper war, and come to amicable terms." A word to the wise is sufficient.

Yours, &c. OBSERVER.

Trinity Bay Scraps.

Glorious spring has at last set in to the great joy of many poor families who have passed through a very severe winter not only in the matter of intense cold but also owing to the scarcity of food.

Our harbors and bays have been blocked with ice and people in the outports have during a period of five months thus been deprived of any water intercourse with the capital impoimium of provisions for the wants of this island.

One reason why we have suffered from the lack of food is that the local merchants did not lay in last fall any heavier stock than usual, there being very little shipbuilding to be done, and the quantity of work to be given looked comparatively small. It is now delightful to see the boats and vessels going upon various missions thereby bringing food to the semi-foolish.

Couple of crafts have arrived with the needful from St. John's and hungry lean looking youngsters will soon pull up as plenty of fresh fish will shortly be had. Some herings have already been netted a God sent to many an exhausted cupboard.

The cheerful smile and merry song of the housewife as she kneads the bread will now take the place of the careworn look and heart touching wail of distress. Under such a severe trial I consider our people are wonderfully patient and although we have been very nervous to the hungry at home, very little has been done to relieve our own poor people. It is sad to see long lanky human frames scantly able to crawl along making their way to the Poor Commissioner to get a miserable pittance and sometimes after having exhausted all their sorrowful vocabulary they have to return as empty as they had come owing perhaps in not having made out a good case or else the Government funds had been expended. The past winter will however bear fruit, as it will teach those able-bodied pauper recipients a lesson to keep a sharp look out for the next winter. The great want many of our people will now experience is the lack of seed potatoes to put in the ground and as you mentioned in last week's issue I think it would be a very wise course did the authorities give instructions to have the roads done before the fishery begins, as their being done now several men will be able to buy a little seed potatoes to plant their gardens, which otherwise must remain idle to the great injury of those unable otherwise to procure any.

We ought to do things as they ought to be done and by adopting the above suggestion, we shall certainly be the gainers as the roads will be more compact, better cemented and less liable to be cut up into ugly gulches at the very first fall of rain. It stands to reason that the people want a few days work in the spring more than they do in the fall and if both roads and people be benefited alike pray why not use a little common sense in those matters. Often have I spoken against this road matter as engineered purely on grounds of economy to the Government general good to every one in the country. There is hardly any sickness along the shore so we are thankful to be free from one unpleasant source of annoyance. News generally dull. Most of the fishermen are busily engaged fitting out their crafts to meet the coming fishery.

Z.

Local and other Items.

The Rev. S. Flynn, P.P., of Fortune Harbor, came passenger by the steamer Curlew to St. John's on Friday last, and arrived here next day per Lady Glover. We are gratified to find the rev. gentleman in the enjoyment of excellent health and spirits.

On Saturday from the Rorke, a "Rorke's Drum"; long treme bread hold 9 feet, el and very is considered the general reflects no the builder, understand, the Bank fig in that busi will be enga ery the enst

Yesterday Branch" was same yard. membered v edge in the and having sary repairs

Each Fri apparition v of Kaeck, G mysterious, every perso other proofs glorious vis

The young sprained on of Mr. P. night last, it at present so busily eperate battle there are "even so far.

An exciti witnessed, by any pers present—or premises—of when a hu the "much canine spec the aforest enough, the the animal (the dog's) brought the to one ano were they pteed by a between the ing been fire away toward I think it fourth. The less to say, attendance hydrophobia go mad, not by, "mit

—Com. Mrs. R. to accomo casual board Water Street

The steam Bett's Cove, England for copper ore. Guzman, E drove out of moget her ou

We are in mineral dep enterprising Bay Mine, the present Leading Tie

"Fair Pla publication

—TURKEY C —The post to have tak day came of the foot of N after a short ring, in a Cook, The some heavy the owners not one of the was there of the sion of the to animals, &

The Anni arrived here day night la

The steam last evening sengers from

We learn last, a fore Mr. John B was lost at whilst ender