

NEWS PER MAIL.

A company has been formed with headquarters in this city, with a capital of four millions, for the construction of a new American cable to England. The proposed tariff will be a fourth of the present rates.

Washington specials: The World says Mr. Ewart recently sought interviews with leading Democrats to impress upon them his fears that the assertion by Congress and the President of the American policy in regard to the Inter-Oceanic Canal, may involve the country in a war with Great Britain.

A Panama despatch of the 10th says: On receipt of the cablegram from New York yesterday, announcing the action President Hayes has taken in regard to the Panama Inter-Oceanic Canal great dissatisfaction prevailed, and many of the most intelligent of the President to dictate to the Columbian Government in the matter of the ship canal.

The Times of Friday morning, commenting on the Panama canal project, urges the United States to let either M. De Lesseps do it or charge themselves with the task. It says: The Monroe doctrine, even in its most restricted shape, has never been admitted into the law of nations, and Europe will not recognize so gratuitous a demand as America now makes over American countries, and might justly exclaim against the autocracy arrogated for the United States.

Mr Parnell has commenced an active canvass in Cork. To day he addressed two meetings. In course of his first address to the electors he said when he was asked by the bishop and priests of Sligo to contest the county he said he had not decided whether he would fight the majority in the County Donegal, or the Whigs in the city of Cork. (Cheers.) From the turn the English elections had taken, it appeared to him that they should have to face a Whig Government in the next House of Commons, and instead of having to fight the Tory Ministry as they had fought them in the last Parliament, headed by Lord Beaconsfield, he says they would have to face a Whig Ministry headed by the Marquis of Hartington. He (Mr Parnell) wanted to help them to take the representation of the city of Cork out of the hands of the Whigs (cheers) in order to obtain justice for Ireland. Comparing the Whig with the Tory, he had no hesitation in saying that it would be a greater calamity to Cork and Ireland to put in the Whig than to put in the Tory. (Cheers.) that was his conviction. He would rather see neither returned, and he believed they need not return either of them; but he did say that Nicholas Dan Murphy in the House of Commons as a member of the Irish Parliamentary party would be a far greater drag on their exertions, a far greater detriment to the interests of the Irish tenantry than would the Troy Goulding facing him—(Mr. Parnell)—in the ranks of the enemy.

To-day Mr Parnell addressed several meetings of the electors in the suburbs of the city, and was everywhere received with great enthusiasm. Mr Daly and Mr Murphy also spoke at several meetings, but were coldly received in comparison with the reception accorded to Mr Parnell. At Riverstown Mr Murphy could not be heard. He was received with cries of "Coerston Dan." Rotten eggs and sods were flung at the persons who occupied Mr Murphy's platform, several were struck. Supporters of the Murphy and the opposite faction came into collision, and a fierce fight raged for a very few minutes. The Murphys were beaten and some of them badly injured, and finally Mr Murphy had to leave the place without obtaining a hearing. Great excitement exists in the town.

Cetewayo is engaged in making mental notes. He has concluded that each charge fired by the men of war now in Table Bay in saluting the fort was of the value of an ox. He also concludes that it is more expensive to keep up armaments in Europe than in Zululand. His majesty regards the Queen's conduct in not answering his message of contrition as showing a great lack of courtesy, but he remains confident of his return to Zululand. For the present his chief regret is that his conjugal circle is so unbearably small.

Dr. Clemenceau, the eminent French physician and member of the Legislature is remarkable for his quickness in the dispatch of business. Two men entered his consulting room simultaneously the other day. The first, in reply "What is the matter?" said he had trouble in the chest, and was ordered to take off his shirt. While prescribing, the Doctor ordered the other visitor in, and said, "Just take your shirt off, too; it will save time." He immediately did so, and by the time the Doctor had written the prescription for the first man, and received his fee, was stripped to the waist. "You are suffering from pain in the chest, too, are you not?" "Well, no," said patient No. 2, "I came to beg you would recommend me for a place in the Post Office."

The railway system is extending rapidly in Japan, two lines having been recently completed in the island of Nippon, and a third in the island of Yesso, the most northerly of the Japanese group. The rails are of English make, but the rolling stock and engines have been ordered America, the former being supplied with West-ghouse barks, and the latter

with spark arresters, a very proper precaution on the part of the Japanese authorities; for where a chance spark to light upon one of the single roofs by the side of the railway whose villages would be swept away, and a very natural feeling of hostility be developed towards railway enterprise. The two first engines are to be named Benkei and Yoshitsze after two celebrated Japanese heroes. It is the first order of the kind that has been given by Japan to American houses. An exhibition of cotton and sugar is soon to be opened at Osaka, which is exciting a good deal of interest.

Cork, Saturday.—The rioting at Brandon after the declaration of the poll on Friday continued up to midnight. Fourteen houses were wrecked, principally belonging to Roman Catholic electors who, it was reported, abstained from voting. The Orange Lodge was wrecked, and the police and the cavalry who were called out were stoned. Some arrests were made. It is stated that a petition will be lodged against the return of Captain Bernard (C), who got in by a majority of only 15 over Mr Allman.

THE TAY BRIDGE.

On Thursday part of No. 5 girder, with four carriages enclosed, was raised by pontoons and floated to Broughty Ferry where it was beached. The remaining part of the girder, containing the engine and tender, is to be lifted on Monday. The girder was broken in two by dynamite as it was considered inexpedient to attempt to raise the carriages, engine, and girder at one lift.

A correspondent at rangoon writes, March 5th.—The Mandalay Gazette publishes a new scheme of King Theob's. He meditates sending a mission to visit England, France, and Italy, to study everything connected with the mode of government among European nations—their criminal and civil codes, their revenue systems, military and other regulations. The result of their observations, will be to gather together the most beneficial in each country for adoption in his Majesty's own country. By this means the Mandalay Gazette hopes to see Burma as far advanced in the path of civilization as Japan, and confidently expects that in a few years Burma and Japan will be the two greatest countries in Asia. The same much-to-be-desired consummation was looked for by the late King Mindone when he despatched similar embassies to the West. The result is to be seen in the sublimated craft of the Kinwoon Mingyee, the savage cynicism of the Pangyet Woon; the total abstinence from doing anything at all of the Yan Atwin Woon; and the mischall joviality of the rotune Woodouk.

WHAT AN OLD MAN HAS NOTICED.—I have noticed that all men are honest when well watched.

I have noticed that purses will hold pennies as well as pounds.

I have noticed that in order to be a reasonable creature it is necessary at times to be downright mad.

I have noticed when the purse is empty and the kitchen cold then is the voice of flattery no longer heard.

I have noticed that silks, broadcloth and jewels are often bought with other people's money.

I have noticed that whatever is, is right, with a few exceptions—the left eye, the left leg, and the left side of a plum pudding.

I have noticed that the prayer of the selfish man is "Forgave us our debt" while he makes every body that owes to him pay to the utmost farthing.

I have noticed that he who thinks every man a rogue is certain to see one when he shaves himself, and he ought in mercy to his neighbours to surrender the razor to justice.

I have noticed that money is the fool's wisdom, the knave's reputation, the poor man's desire, the covetous man's ambition, and the idol of them all.

A new British war vessel called the Mercury, built of steel, has just been completed and successfully tried at Portsmouth, England. The vessel is 300 feet long, 46 feet beam, 16 feet keel. Displacement 3850 tons. On her trial trip the engines developed 7,596 horse power, and the speed attained was with in a trifle of twenty-two miles an hour. These are remarkable results for a vessel of the dimensions given. The Mercury has twin screws, driven by separate engines arranged in a separate engine room. Her machinery nearly fills the hull. There are twelve boilers, four high pressure cylinders, each 41 ins. diameter, and four low pressure cylinders, 75 inches diameter. Stroke 3 feet; boiler pressure, 60 to 65 pounds; coal consumption, 235 bounds per horse power. One man governs the rudder, which is worked by steam. The vessel's armament will consist of ten 64 pounders.

The "Daily Chronicle's" Berlin correspondent mentions news from St. Petersburg that the carpenter who was at work at the Winter Palace at the time of the explosion has been arrested, and is believed to be the son of a nobleman, his carpenter's work being only a sham. Another man suspected of participation in the plot has been arrested.

A "Daily Telegraph" despatch from Paris says it is stated that an attempt has just been made to assassinate General Stolter at Kiev. The general was quietly walking in the street, when he felt some-

thing cold touch his cheek. He turned suddenly round, and saw a man armed with a revolver standing at his side. The fellow at once made off, exclaiming "Excuse me, I have made a mistake."

A "Daily News" Telegram, dated St. Petersburg, Monday night, says:—"The 'Golos' does not fail to advocate concessions in various directions. At the end of last week it published a leading article on behalf of the Poles, expressing a hope that the time was not far distant when the political condition of the country could be ameliorated. Yesterday it discussed the letter published in a London contemporary on the position of the Jews in Russia, and expressed the opinion that when the Jews receive equal rights with other Russian subjects, the present hostile feeling against this people will disappear."

The good old ship Resolute, well known in the heroic story of Arctic discovery and exploration, has been broken up for firewood by order of the officials at the Admiralty. Various appeals were made to save the ship, and to have her moored at Greenwich as a training-ship. Mr. John Barrow, whose name recalls old days at Whitehall, of better naval spirit, wrote thus:—"Independent of her having done good service in the Arctic seas, in search of Franklin, under the command of two highly distinguished officers, the late Sir Horatio Austin, K.C.B., and the late Sir Henry Kellett, K.C.B., there is a remarkable history attached to her. It will be remembered that after being abandoned in the ice she drifted 1,200 miles, and was picked up by Captain Biddington of the American whale ship George Henry, purchased and fitted out by the American Government, who sent her to England, under Captain Harstein, and presented her to the Queen on Dec. 16, 1856, her Majesty having gone on board, with the lamented Prince Consort and several members of the Royal family, at Cowes, and received her at the hands of Captain Harstein. And interesting engraving commemorating the event, from a picture painted by Mr. Simpson, was published by Messrs Colnaghi. It would be a poor compliment to the United States, which so nobly and generously aided in the search, to break her up." An appeal of this kind might have been of use if made to Naval lords, but was not understood by a "man of business." A portion of the timber was saved, however, to make a table for the White House at Washington.

Lewes, Del, April 4.—Captain Lawrence and nine men of a barque Flori M. Halbert arrived here yesterday by the pilot-boat Cape. They were taken off a Russian bark from Cienfuegos for Boston, which had picked them up 300 miles southeast of Cape Henlopen. On Sunday, the 28th ult., Captain Lawrence shipped a heavy sea, which sunk the bark almost immediately. He with the men took to a yawl, from which they were rescued by the bark, the men early starved. They were without food or drink twenty-two hours. The Hulbert was from Havana for New York.

The Great Eastern, which has lain idle at Millford for some four years, is under going extensive alterations. Her paddle engines are being taken out of her, and she will in future be driven by twin screws. She is being fitted for the conveyance of cargoes of live cattle from America, and her passenger saloons are being redecorated.

The approximate value of the vessels of all nationalities, with their cargoes, lost during the year 1879, was no less than £25,500,000, including British property £19,230,000. The grand total number of wrecks reported was 1,689, which, compared with the total at the end of 1876, shows an increase of 64. British owned-ships numbered 833, and those of all flags wrecked on the coasts of the British Isles were 425. The registered tonnage aggregated upwards of 850,000 tons, inclusive of 170 steam vessels mostly owned in the United Kingdom. About 5,000 lives were lost, through collision, and about 40 through fire. During the past week 40 British and foreign wrecks were reported, of the estimated value of £710,000, including British £520,000.

Steamer Lost.—The Spanish steamer Vizcaino, Echeverria, from New Orleans March 23, via Halifax April 4, Antwerp, has been lost in the ice off Newfoundland. The crew were landed at St. Pierre, Mig., on the 13th. The V. had a cargo of 74,000 bushels of corn and 3,000 grain bags.

The Anglo American cable of 1873, between Valencia and Heart's Content, was repaired on Thursday evening and is now in perfect working order.

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 insending subscribers will therefore confer a favor by sending in their names and subscriptions that they may be forwarded at this office.

- St. John's—Mr. W. J. MYLER, Water St. Brigus—Mr. P. J. Power School Teacher.
- Bay Roberts—Mr. G. W. R. HERLIHY.
- Heart's Content—Mr. M. MOORE.
- Bell's Cove—Mr. Richard Walsh, Post Office Little Bay.
- Twillingate—Mr. W. T. Roberts.
- Fogo—M. Joseph Rendell.
- Tilton Harbor—Mr. J. Burke, Sr.
- King's Cove and Keels—Mr. P. Murphy.
- Bonavista—Mr. P. Templeman.
- Catalina—Mr. A. Gardiner.
- Bay de Ve ds—Mr James Evans.
- Colliers—Mr. Hearn.
- Conception Harbor—Mr. Kennedy.
- HARBORMAIN—Mr. E. Murray.
- SALMON COVE—Mr. Woodford.
- HOLYROOD—Mr. James Joy.

NOTE.—This paper will not be delivered to any subscriber for a less term than six months—single copies fourpence.

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

THE CARBONEAR HERALD

"Honest Labor—our noblest heritage."

CARBONEAR, APRIL 29TH

THE PAST SESSION.

Although the Session just terminated, has not in the aggregate been productive of many measures having a tendency to the advancement of the general interests, still its progress has been marked beyond any of its predecessors, by the comparative absence of that waste of public time in useless recrimination unfortunately so characteristic in the past, of the Legislature of this colony. On the contrary, we are happy to observe from the published debates of the House of Assembly, that the general tenor of those debates point to an improved tone in the general conduct of our legislative proceedings, and evince pretty generally on the part of hon. members, an earnest desire to devote their attention, with zeal and assiduity to the promotion of the public interests, by their careful and enlightened discussion of the various questions of public interest brought forward for legislative consideration or enactment. But notwithstanding the paucity of practical legislation, or rather we should say, of the perfection or enactment of measures having an immediate tendency to colonial progress and advancement, still the session just past, will in this latter respects, leave an impress upon our annals strongly in contrast with that of any preceding year since the introduction of legislative institutions into the colony. In speaking thus, we refer not alone to the highly creditable and progressive spirit which has generally characterized the debates of the late session, but also to the important and highly interesting reports which have been laid before the legislature, relative to the sewerage of St. John's and the construction of the proposed Graving Dock, at that port, for the repairs and accommodation of Ocean steamers and the larger classes of shipping. These important documents have been probably entertained by the legislature and from their commanding public interests will in the future, doubtless receive that favourable and alternative consideration to which they are justly entitled. But the subject beyond all others, which lends particular interest to the history of the past session, as one peculiarly suggestive of future progress and advancement, is that of the contemplated railway, which passing through the peninsula of Avalon taking a northwardly direction and skirting the heads of our great northern bays.

Correspondence.

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

To the Editor of the Carbonear Herald, CARBONEAR, April 24th, 1880.

Dear Sir— In the Evening Telegram of the 20th inst., I notice a letter over the signature of "Fair Play," and dated Carbonear, 15th April, in which that correspondent preferred some rather serious charges against the Road Board of this district, as also the overseer on the Heart's Delight road. In order that the present communication may be better understood by the readers of the Herald and the public generally, I will here quote the several charges above alluded to, viz:—"Our Road Board have been making a new line from Heart's Delight. They give a certain person 7s and 6d a day to look after the men employed, and he has all to do with paying them." Instead of the Chairman giving cheques, the overseer issues notes to the men employed, on one or two merchants, and when the work is done for the season, he (the overseer) goes round and collects the said notes and handing into the Chairman gets the legitimate orders. I hold, Mr. Editor, that every man who works on the road has a perfect right to get negotiable paper so that he may draw the amount of his earnings and spend it how and where he pleases. Why, Sir, I know gentlemen to have frames of houses brought out of the forest, cellars dug and foundations laid by the laborers on the roads, and these dishonest practices are encouraged rather than discouraged by the Government.

These are certainly very grave charges, and indeed anything but Christianlike, Mr. Editor, and they evidently show that "Fair Play," while penning them, must have been actuated by either a very malicious motive or a strong feeling of jealousy or probably both combined; if the former he is a coward, if the latter, "sour grapes said the Fox," he does not receive that share of patronage which he desires or perhaps it may be that he aspires to the chairmanship, a very inferior and partial chairman he would make. Let the cause be what it may, I should suppose that the Chairman of Road Board and the overseer on the Heart's Delight road will not hesitate in coming forward to refute the impeachment.

I may probably have a little more to say on this subject in your next issue.

In conclusion I would take this opportunity of suggesting that it would be advisable, and I am sure the general public will here accord with me, for the Board to commence early operations on the Roads so as to enable our poor people to obtain the necessary means of procuring seed potatoes.

Yours, &c.

A CITIZEN.

To the Editor of the Carbonear Herald,

DEAR HERALD,—

I notice in the Evening Telegram of the 20th inst., over the signature of "Fair Play," some significant insinuations as regards the doings of our Road Board during the past year or two. Is it true Mr. Editor that our Road Board being a body of men, seemingly as just and straightforward as the country can afford, mis-using the public money in the application of it to this special benefit of certain individuals in cutting of frames of houses, digging out and the laying of foundations?

Is it also true that rather than discouraging such actions the Government encourage it?

Now Sir I wish to ask the venerable Chairman of the Road Board, if these insinuations have anything in them approaching the state of affairs?

"Fair play" also hints that those who work on the roads (I don't include the man that got 10s. and 7s. 6d. per day) do not get a legitimate order for their money. Why Mr. Chairman is this? Cannot those who earn their money have their order on the Board of Works and get it cashed where they please and make the best bargains they can instead of having to put up with what they can catch?

I am afraid, Sir, that there is some truth in "Fair play," and if so, how long is such a state of affairs to exist? I think if the public money is to be squandered for private convenience merely, without regard to public improvement, the sooner a change is effected the better.

Yours &c.

PIKEAKE.

Local and other Items.

We note with pleasure the arrival, last evening, at Harbor Grace, of his honor, Judge Pinsent, who will, we understand, open the Supreme Court on Circuit, at the above named place to-day, at 12 o'clock.

Those people last night, two suspicious lurking about on the Harbor rest assured the said "p" or otherwise ing persons disguised as for a "full" were out of

The Rev. of King's with His Harbor Grand Monday last dent Priest, evs. gentlet not been in health during now, we are his strength

We note Mr. Ainley worthy friend of Harbor Silver Med School. T referred to, Newfoundland arrived at S

A Proclamation Tuesday's Revision of Voters in shall be held of a Member for that District Esq., whed by his acclamation.

The S. S. of which ser felt, arrived and five o'clock sailed from March, and ordinary impeded the voyage the 28th, longitude 47 barrier of across the sea nox kept wo contact with 6th April, ice. She on the 20th. 20 N., long clear and re out sustain The Glens part of the would have venience to city.

We learn diver has tom of the serious than On Saturday his diving s through ex of the ship leaky, and been made in port bow in feet long a wide; that 12, down to cription we rock which row and shal her side. It was tele Montreal at the ship rem in a seawort will occupy The "Casp pumps, be contractor, in a diving of the ship.

It is certain scene to see the huzages, from the mers to the all hurrying which in year fathers. Le about the h qy a means on board this emaciated, w ance of those forced to let to a foreign strangers w their own. advocates of those unfort will, perhaps a truer tale for their wh grams of the Canards of live in Newf ings of Libe