

The picture that we have is that of a lawyer and statesman, deliberately breaking the law, and sending on account of an editorial discussion, resisting friendly intervention, evading the officers of justice, fighting a duel, sparring by his antagonist on account of his defective eyesight...

A FASHIONABLE WOMAN'S PRAYER.

Strengthen my husband, and may his faith and his money hold out to the last. Draw the lamb's wool of unsuspecting twilight over his eyes, that illusion may look to him like victories, and that my bills may strengthen his pride in me.

Bless, oh fortunate, my crumps, rats, and fritzes, and let thy glory shine on my paint and powder. Enable the poor shift for themselves, and save me from all missionary veggers...

FILIAL LOVE OF A CHINESE GIRL.

At the entrance to the village and at various points a series of monuments were met with, in shape resembling a large portal with smaller ones on each side. These monuments are called by the Chinese 'bilowas'.

"Pat," said the captain of a ship to an Irishman, who was a passenger on board, and who sometimes used to sleep twenty-four hours in succession, "How do you contrive to sleep so long?"

AGENTS FOR HERALD

The following gentlemen have kindly consented to act as our agents at, in, and through the various parts of the island, in forwarding subscribers with their names and subscriptions that they may be forwarded to this office.

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

THE CARBONEAR HERALD

Honest Labor—our noblest heritage. CARBONEAR, OCT. 29.

REPORT ON THE PROPOSED GRAVING DOCK AND HARBOR IMPROVEMENTS AT ST. JOHN'S, NEWFOUNDLAND

By Messrs. KEMPPE & CO. ENGINEERS, LONDON & GREENOCK.

Westminster Chambers, S.W., London, and Greenock, N.B. 13 Sept. 1899.

To His Excellency Sir John H. Glenor, G.C.M.G., Governor of Newfoundland.

Sir—We have the honor to submit, for your information, the following report on the proposed Graving Dock and harbor improvements at St. John's.

The site of the Graving Dock, proposed by your Excellency, immediately to the east of, or below, Joe's Bridge, at a River Head, is, more or less, dry at low water, and at the present time is only occupied by temporary fish stages.

Our Mr. Morris examined this site on several occasions, and we have little hesitation in saying that no better site on which to construct a Graving Dock can be found in the harbor of St. John's; in fact, there is no other site suitable for such a purpose.

From the report of Staff Commander Robinson R.N., on the result of the borings made under his supervision, on the site at "Riverhead," we observe that the solid rock in the vicinity of the site for the entrance works of the proposed dock was reached at a level of about 29 feet 9 inches below high water mark, and from this point the rock rises gradually towards the spot where the head of the dock would be founded.

The fact of the rock lying at such depth was regarded as most fortunate, as it permits of the whole of the works being substantially and solidly founded without resorting to expensive artificial foundations, which is a matter of immense importance in a work of this character.

We believe there cannot be two opinions that a permanent stone dock, with wrought iron sliding cranes and the usual pumping machinery, is the most suitable for St. John's. The whole of the works we propose should be equal in character to those in connection with the dock now being constructed under our superintendence at Quebec, in British Columbia, on the Flammes, and at Greenock.

There are one or two points which perhaps might be desirable to bring under your Excellency's notice, showing the advantages of a permanent stone dock over a wrought iron floating dock. In the case of a wrought iron floating dock the money necessary for its construction would be expended out of the island, whereas for a stone dock, the money required for its construction would be expended in St. John's and be the means of employing a large amount of labor for some three or four years.

Again, the original cost of a floating dock would be no less than that of a permanent stone dock of equal working capacity. In the matter of maintenance of a floating dock, the cost of repairs, painting, &c., is a very serious item, and a very considerable sum per annum would have to be set aside for depreciation, whereas a stone dock, when built, is a permanent work, and would, with little or no outlay for repairs, last for centuries.

It is very notable that in all government establishments, from the earliest times down to the present, gravings docks have been invariably, or almost entirely, built of stone, and we only know of one instance of the Government building a wrought iron floating dock, viz., at Bermuda. The range of vessels at St. John's is small (about 5 to 6 feet), and consequently would involve, in the case of a stone dock the water admitted at each docking operation; but this would not increase the cost of the pumping machinery, but would simply add to the cost of fuel and time of pumping out.

At Greenock, although there is a range of tides of about 100 feet at spring tides, it has been the practice for years, and is found to be more economical, to commence to pump out the water from the dock immediately after the ships have entered, then to wait five or six hours for low water before commencing pumping operations; the advantage being that ships entering the dock are placed on blocks and shored within an hour, whereas if the men have to wait for the lowering of the tide and grounding of the vessels on to the blocks, they are necessarily detained many hours. With a low range of tide it is possible to dock at any hour, of the day, and for small vessels no doubt docking operations at St. John's would always be at about low water time, which would considerably reduce the cost of pumping.

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Correspondence.

A Voice from Fogo Island.

To the Editor of the Carbonear Herald, Fogo, 12th Oct. 1899.

Dear Sir,—Thinking that you would wish to hear from this island I send here-with a little news. As a general rule business is very dull here now, owing to the small catch of fish.

In fact we do not know how some of our fishermen are going to exist the coming winter. At Change Island, Barr' Island, Joe Batt's Arm and Fogo Island, the fishery was almost a failure but at Tilton Harbor the catch was exceedingly good, some men procuring for their own hand from 60 to 85 qtls.

Our Road Board commenced operations last week and are relieving the present wants of some of our poor people to the extent of forty shillings each. I should like to see our Road Board complete, the unfinished main line leading to Shoal Bay.

Two young men named Waterman and Mason, were drowned Sunday evening week, while crossing from Change Islands to Hare Bay. The poor fellows left their homes for the purpose of gaining and returning with the fruits of their day's sport which were overtaken by the storm which raged that day and as it said fluding the wind too strong one of them went to take the mast out of the step and seized the boat which was picked up the next morning. Their remains up to this time has not been recovered.

A few young gentlemen belonging to St. John's, but now residing here have started a Young Men Mutual Improvement Club under the leadership of Mr. Ferris, and meet every night to partake of the following amusement, reading, recitations, songs accompanied with music, and the interesting game of sippie. They intend to entertain the public by giving a few concerts the coming winter.

Gano is very plentiful this season, in our neighborhood, one gentleman has bagged twenty-eight partridges in a few hours and the *Evale* may frequently be seen with gun and bag, crossing over the hills accompanied by a formidable looking specimen of the canine tribe.

Yours, &c., FOGOITE.

P. S.—Since writing the above, the schooner *Jessie* belonging to A. Munroe, Esq., put in here owing to a head wind, having on board a man named T. Green, who has been sent by A. Guzman, Esq., of Little Bay to prospect a vein of copper lately discovered on the south side of Holyrood.

It is expected that 20 men will be put to work on it at once. I am also informed that A. Guzman, Esq., has bought of the Mackey and the Haldon and Macdonald claims. News also reached here that a man named Cantwell of S. Izzard's Harqor accidentally shot his brother while firing at dogs which were on his flake eating and destroying his fish.

INSURANCE RELIEF FUND. To the Editor of the Carbonear Herald: HARBOR GRACE 27th Oct. 1899.

Dear Sir,—In accordance with a resolution adopted at a meeting of the Irish Society, held in this town last Fall, a subscription list, in aid of the above named fund, was started both here and at Carbonear, and for which purpose a committee of some six or eight was formed, one half each to collect and receive in either town.

ing in connection with this Bull Business, the names of occasional correspondents of the Herald, or they may find too late that the Bull in this instance is not to be trifled with by anyone.

TO ALL WHOM IT MAY CONCERN.

Persons who are in the habit of resorting the Office of this Paper will be kind enough to keep their eyes off of any Manuscript they may see and their mouths shut concerning them.

A certain individual had better mind his stripes: There are others also, who are too fond of loafing around this office in our absence when they might be better employed at their own business, which would be more to their advantage as well as to our interest: We hope to see no more of this mean practice, and if hints will not do, we shall use other means to effect our object: Only those on business alone do we want to see in our office.

On the morning of the 23rd inst. an alarm of fire was given about half past one, that the stores of Messrs. Maddock and Howell were on fire and Kennelly's store just catching and if it was not for the able energy of the Messrs. Keough, Brien, Foot, Malone, Howell and Taylor who broke in the door with a ladder, ascended to the attic, broke off the burning boards with a hatchet and gained water enough to put down the fire, some six or eight other buildings would also have been destroyed.

Had Kennelly's store caught there is no knowing what damage it would have caused. The abovementioned men, who under command of our worthy Philanthropist, Mr. James Keough, whose censorious voice was made ring through the midnight air, worked so heroically in their successful effort to suppress the ravages of the fire, certainly deserve more than honorable mention. We wish that some of the Insurance Agents had been present to witness how those men exerted themselves almost at the risk of their lives.—Com.

PERSONAL.—Simou Donovan, Esq., Agent for the "Queen" and W. H. Thompson Agent for the Northern Insurance Companies visited this town on Tuesday last for the purpose, we understand, of investigating the origin of the recent fires. We have not heard the result of the investigation, but we presume, like in all similar cases, it ended in smoke.

PERSONAL.—The Rev. D. McInnis, accompanied by the Rev. Father Gaur from French Shore, arrived in Harbor Grace on the 22nd inst. for Labrador by the Yacht *Lizzie* S.

The *Petrel*, Heckman, master, from Harbor Grace bound to Boston, laden with Fish, Oil &c., by Messrs John Munn & Co., put into this port yesterday morning with head wind and heavy sea on.

Owing to the continual adverse winds and boisterous weather, a few only of the Labrador fishing fleet have arrived from that coast since our last issue. A large number of those vessels are reported to have put into several ports along the French Shore awaiting a favorable time to reach home.

The *Morning Chronicle* says:—"It is stated by those who take an interest in the politics of Ferryland, that Mr. Richard Cashin has decided not to carry out his original intention of standing for the district. Who comes next? [A noble chance, by-the-by for Mike Barney, and to revive the Courty joke.—Herald.]

Inspector Carty arrived here on Tuesday last for the purpose of making an inquiry into several cases of some consequence to the general public—such as fires—rumours of foul play by a father on his son—and of a crew from America, all of which will result (as usual)

"Can't help it."

On Saturday last the New Fire Engine was taken out for trial, and under the Superintendence of Constable Ryan, its capacity having been put to the utmost test, it proved, in every way, quite up to the mark. The Magistrate, we are informed, intends calling a meeting, at an early day of the householders in town, for the purpose of organizing a Fire Company. Sooner the better, say all hands, and so say we.

TO ALL WHOM IT MAY CONCERN: Any person or persons interested or otherwise, in Bayde-Verde district, who are at a loss to know the real name of Alpha, regarding the wonderful Bay de Verde Bull, are hereby notified to refrain in future from bringing in connection with this Bull Business, the names of occasional correspondents of the Herald, or they may find too late that the Bull in this instance is not to be trifled with by anyone.

On the 25th ult. Labrador, Mr. Years, a native of Lanc. The pains of Labour and so And life's long His soul's tour On the 24th ult illness, borne with to the Dr. Joseph, eldest son Esq., aged 26 years, by a large circle friends. He is gone to the 'Twas Jesus who He is gone to the ham From night to At Twilgate board the schooner chael, third son of each Costican of ceased had been health up to the home which was previous to his death 14th year of his age. New Adv FANCY FA the St. Patrick's bonary, about the next for the purpose to repair and furnisidence. Subscriptions will be thankful following ladies: Miss McCARTHY, Miss B. MURPHY, J. KELLY, M. KANE, W. FINN, E. HAMILTON Miss Kelly Miss McCarbonear, 30th Oct.

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