

The Scotch Herring, Cod, and Ling fisheries.

The enormous value of the Scotch herring fisheries is shown by the fact that as many as 905,768 barrels of herrings were cured in Scotland in the year 1878, being an increase of 7 per cent. on the number cured in 1877, and of 12 per cent. over the average number during the previous ten years. It is calculated that for every five barrels of fish cured, a number of herrings equivalent to one barrel are sold in a fresh state, so that the total capture of herrings last year by the Scotch fisherman may be put down at considerably over a million barrels, or, as each barrel contains about 800 herrings, at 800,000,000 fish. Of this quantity 722,934 barrels were exported, 17,445 barrels going to Ireland, 608,969 barrels to the continent, and 2519 barrels to places out of Europe. Germany is the principal importer of Scotch herrings, no less than 546,000 barrels going to German ports. Besides this industry, the report of the Scotch Fishery Board for last year shows that the cod and ling fisheries are of great value. It is reported that over 6,200,000 cod, ling, and hake were cured in 1878, weighing nearly 200,000 cwt., besides large quantities sold fresh, which are unaccounted for. The Shetland Isles produced more than half this yield of fish. In the prosecution of the Scotch herring fisheries 132 large vessels, of an aggregate tonnage of 2354 tons, and carrying 521 men and 962,000 square yards of netting, were specially fitted out from Scotch ports, while 133 vessels of a gross tonnage of 6302 tons, and manned by 1481 sailors and fishermen, were fitted out for the cod and ling fishery. At the same time 14,431 boats, of from 18 feet upwards of 40 feet keel, and of a gross tonnage of 107,126 tons, manned by crews amounting to 46,529 men and boys, were directly engaged in these fisheries, the value of the boats being estimated at £511,163, of the nets carried by them at £591,132, and of the fishing lines at £109,819. Besides these a tonnage of 115,263 tons of British vessels, manned by 7321 men, and 21,736 tons of foreign vessels, manned by 1306 men, were indirectly engaged in the fisheries, in importing staves and hoops and salt for the fisheries, and in exporting or carrying coastwise the produce of the fisherman's industry. To complete this review of the importance of the Scotch fishing industry, in herrings, cod, ling, and hake alone, we must add that 976 fish-curers, 1894 coopers, and 40,537 other persons, obtained employment in connection with them, giving a grand total of over 100,000 persons directly and indirectly employed in this branch of the fisheries of the country. With the exception of the occasional and uncontrollable influences of the weather, which cause temporary fluctuations in the catch, the sea fisheries of Scotland, and the herring fisheries in particular, are beyond the reach of any power to impair their abundance.

West coast of Africa.

The British and African Company's royal mail steamer Lualaba, which arrived in the Mersey on Thursday, reports that there is no news of importance from the oil rivers. Trade was bad, with no immediate signs of improvement. The custom house which the British authorities erected some time ago at Kikonkeh, on the Seacoles river, much to the annoyance of the natives, the flag pulled down, and the officials driven out. The governor went up to inquire into the matter, and was told by the chiefs that he had no right to force such an institution upon them, that they considered it a piece of impertinence on his part to do so, and that unless the custom house was abandoned within 30 days from that time, they would pull it down. It was reported that the governor was insulted and threatened by the war men, but as no war vessel was with him at the time he could do nothing but get back to Sierra Leone as quietly as possible. On his return he sent H.M.S. Dwarf, with instructions to see that no harm was done to the house or the officials, but, as she only arrived back at Sierra Leone as the Lualaba was leaving, the result could not be ascertained.

It is a curious coincidence that of the three English Cardinals each bears the Christian name of Henry. Their Eminences are Henry Edward Manning, Edward Henry Howard and John Henry Newman. The Christian names of Cardinals Manning and Howard being both exactly the same, but in reversed order, makes the coincidence more striking.

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.
- Heart's Content—Mr. M. MOORE.
- Bell's Cove } —Mr. Richard Walsh, Post Office, Little Bay.
- Little Bay }
- Twillingate—Mr. W. T. Roberts.
- Fogo—Mr. Joseph Re dell.
- Tilton Harbor—Mr. J. Burke, Sr.
- Kings Cove and Keels—Mr. P. Murphy.
- Bonavista—Mr. P. Templeman.
- Catalina—Mr. A. Gardiner.

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., SEPT. 4.

Public Improvements.

In connection with the above-mentioned we know of no subject of local interest more deserving of attention than lighting the public thoroughfares. As stated by us in a former issue, when speaking with reference to the necessity of some steps being taken towards the prevention or extinction of fires in this town, since our first arrival in Carbonear we have been forcibly impressed with the entire absence of so indispensable an adjunct to the well-being of any civilized or well regulated community. With regard to the utility of public lamps, more particularly in a community, the great majority of the population of which is engaged in maritime pursuits, we feel there cannot reasonably exist the shadow of a doubt; whilst as to the urgent necessity for some means or other of illuminating the public thoroughfares, more especially in the vicinity of the water, during the long fall or winter nights, we feel that the past experience of the community will equally justify us in this latter respect. With regard to the attainment of so great and valuable a desideratum to the interests of the public, we see no difficulty in the way of its speedy and successful accomplishment, either as regards the means to be employed, or the expenditure necessary to the object in view. To begin with, the plan we would suggest would be the erection of four public lamps in the most prominent localities on Water street, commencing at the Post office and terminating at or about Harbor Rock Hill. These lamps, which could be so constructed as to contain about one half gallon of kerosene oil each, a quantity amply sufficient for the purpose, with iron frame work, glass &c., might in our opinion, be easily provided at a cost not amounting in the aggregate to more than \$40. Once erected the cost of lighting, maintenance, &c., with a very liberal margin, need not exceed an amount of from £25 to £30; a small sum indeed contrasted with the convenience and utility to the public, resulting from so wise and judicious an expenditure.

By advices received per mail from King's Cove, Bonavista Bay, we learn that a sad accident, resulting in loss of life, occurred at Knight's Cove, on the 15th ult. It appears that whilst two men, named respectively, Richard Hancock and William Ricketts, were fishing in a boat off the harbor, the boat was upset by a squall, poor Hancock going down with her. He leaves a widow and four children. Hancock's wife saw the boat upset, and was consequently nearly distracted for several days.

Ricketts was saved by holding on to an oar until assistance came, and was subsequently brought into King's Cove in a state of great exhaustion. Medical assistance was promptly rendered by Dr. Levisconte, and the man, who had been an hour in the water, was quickly restored.

THE AFRICAN CONTINENT.

Its Future Prospects.

The dark continent of Africa, which for ages has been completely enveloped in an atmosphere of barbarism, paganism and idolatry, its natural resources being entirely unknown and unappreciated, because hitherto comparatively inaccessible to the genial influence of christianity and civilization, has within the past few years, principally owing to the perseverance and enterprize of a few adventurous travellers, begun to attract a more than ordinary share of attention. Foremost amongst the wonderful results which have flowed from recent discoveries of the interior of this vast continent is the proposed utilization of the great Sahara, or desert of Africa, covering an area of about 3,000,000 square miles, extending from the Atlas mountains on the North to the Niger, and from the Atlantic eastward to the Nile valley. Recent discoveries have shown that a large portion of this region, which had hitherto been considered as a trackless wilderness, consist for the most part of lofty mountain ranges interspersed with fertile valleys, through which also flows an abundant supply of water. The natural features of the western section of the Sahara, however present a totally different aspect. Between the parallels 18° and 30°, a distance of about 500 miles with a width of about 120 miles, the country presents the appearance of an impassible desert with a depression of about 200 feet below the level of the Atlantic. This vast basin, (believed by explorers to have been originally a channel connecting the northwest portion of the desert with the Atlantic ocean opposite the Canary Islands) it is proposed by a company of French and English Engineers to flood with the waters of the Atlantic and Mediterranean. In referring to the project in a recent number, "Scribner" says, "at first sight the proposal seems visionary and unpracticable, but a thorough examination of the subject will lead to a different conclusion." Should this highly interesting undertaking, which has already received the favorable consideration of the celebrated engineer M. de Lesseps, be carried forward to successful completion, another brilliant triumph will be added to the engineering science of the nineteenth century, and the interior of a vast and hitherto almost unknown region will be opened up to the revivifying influence of Christianity, Civilization and Progress.

Correspondence.

To the Editor of the "Carbonear Herald,"
St. John's, August 26.

DEAR SIR,—
Notwithstanding the dearth of local matter peculiar to the season, another daily paper made its appearance on Monday last. The new journal (which by the way is very neatly got up and presents all the appearance of one that is likely to work its way into popular favor) although the latest born, is by no means a parvenu, being descended of a good old stock, and its permanency may therefore be pretty well calculated upon. The general impression here is, that two dailies are at present sufficient to meet the wants of this community, and that one of the three must consequently "walk the plank." In this opinion, however, I for one am not quite prepared to concur as I see no reason in a business community like St. John's, why each individual of the trio should not receive an amount of patronage and support sufficient to yield to the enterprising proprie-

tor or proprietors, a remunerative return after all necessary expenses are liquidated. However all three are launched upon the ocean of popular favor and it remains for the business portion of the community to do its duty. The picnic referred to in my last, in connection with the Catechism Classes of the Roman Catholic Church of St. John's, took place on Tuesday last, according to announcement and in point of numbers was certainly the largest of the season, the number of children present, being computed to be about 200. Notwithstanding the unfavorable appearance of the day the procession, consisting of the boys and girls of the schools referred to, bearing appropriate banners accompanied by their respective teachers and friends moved through the principal streets of the city to the grounds adjoining the Orphanage of Belvidere, where they spent a rather agreeable day, the whole proceedings terminating with a brilliant display of fireworks on the grounds of the Cathedral, to which they returned towards the close of the evening. On Wednesday evening last, an American banker the 'J. L. Foster' McGrath, master, struck on the brandies in a dense fog and became a total wreck, the crew however, being all saved in the dories and safely landed at Torbay. The J. L. Foster had 800 qts. of green fish on board at the time. The entertainment to the crew of H.M.S. Druid and Zephyr by the ladies of the Temperance Union took place on Tuesday last, and was quite a success. After a variety of amusements, such as foot ball, cricket, &c., were indulged in by the 'blue jackets,' tea was announced after which Captain Kennedy addressed the sailors, returning thanks to the ladies for their kindness and hospitality, the proceedings finally terminating with the usual nautical finale of three rounds of hearty cheers. H.M.S. Druid with His Excellency the Governor, Private Secretary and Hon. Receiver General left here on Friday last, on a cruise to the Labrador. The Hon. W. V. Whiteley is still absent, not being expected, as I understand, until next month. It is to be hoped, judging from the marked success attendant upon the labors of the hon. gentleman at the Halifax Commission, that such satisfactory solution of the much vexed French Shore question may result from his present mission, as may remove all obstacles to the construction of a line of railway across this island, and to the early development of those valuable mineral resources well known to exist in that long disputed region. Within the past few days, I learn, that a vessel belonging to one of the sister provinces, passing our western coast narrowly escaped the late of the steamer Burgos, concerning the wreck and loss of which vessel, so much of falsehood and exaggeration has appeared in the columns of the American and Provincial press. Judging from the accounts referred to, the fame of the Algerine pirates and Saalee rovers would pale into insignificance before the lawless ferocity and rapacity of whom?—of the poor fishermen of Newfoundland! What are the facts of the case last referred to? The vessel, eastward bound, with a valuable cargo on board, surrounded by a heavy fog, was running headlong to destruction, very near the locality of the recent Burgos catastrophe, when timely warning was given by the fishermen of the Bay. Thus within a very short space of time a most concise answer is given to the reckless falsehood and calumnious aspersions sought to be hurled against the character of the fishermen of Newfoundland by these contemptible penny line vampires of the press.

Yours truly,
CIVIS.

To the Editor of the "Carbonear Herald,"
Brigus, Aug 30.

DEAR SIR,—
The good people of our town cannot but feel greatly obliged to that somewhat rambling correspondent of yours, yclept 'Perambulator' for the kind notice taken of our neighborhood in the course of his peregrinations. We agree with him heartily in the appreciation of Brigus and its environs, and think with him that an excursion party could pass a day very pleasantly in what he is pleased to call our picturesque little town; but having gone thus far with your correspondent we are obliged to call a halt, and we think he also would have done much better had he here paused, and found something of a more general character with which to fill up his letter, besides the miserable gossip and mediocre verses

with which he concludes. He talks of a sensation lately created in our town, but indeed the so-called sensation must have been confined to "Perambulator" himself and a very privileged few, as, by the majority the sensation was totally unfelt, and still remains a mystery. We wish Mr Perambulator had circumscribed a little more and let us know something definite regarding this great sensation, with which he professes to be au fait. We think the most truthful part of the matter as detailed by your correspondent consists in that which he very appropriately designates 'A storm in a teacup,' and it must have been over a cup of very green tea indeed, partaken with a few adies of very uncertain age, that your correspondent was let into the mystery of this hitherto unknown sensation. We trust that the next time our friend ambulates in this direction he will find something more interesting to relate concerning us than the tea table tattle and gossip of a few old ladies.

PHONE.

Jottings by the Way.

No. 2.

The CARBONEAR HERALD having been thus ushered into existence under such favorable auspices, my next desire was to extend its circulation throughout the different out-port districts of the colony, commencing with those in my immediate vicinity. With this object in view, at as early a day as possible I determined on visiting that portion of Conception Bay, situate between Harbor Grace and Brigus, and having made the necessary arrangements, proceeded overland to Brigus, via Bay Roberts. This being my first visit to the upper portion of the Bay, the beautiful and romantic scenery revealed by every turn of the road, had for me especial interest. At one time some bold majestic mountain range, at another, some picturesque and expansive valley amidst the verdure of which the eye of the tourist might here and there detect, glittering in the sunshine like molten silver, some one or other of those beautiful lakes for which Terra Nova is so famous, and which apart from their varied funny treasures, lend such a charm to her rural scenery. After a brisk and peasant drive of about two hours I reached Bay Roberts, a magnificent harbor about nine miles distant from Harbor Grace. Bay Roberts is a thriving settlement the residence of Charles Dawe, Esq., one of the members for the important district of Harbor Grace, and several other leading and influential business men of the district. Business being satisfactorily arranged here I proceeded direct to Brigus, passing en route several delightfully located farms, the town of Brigus finally opening to the view, like an Alpine village vi lage nestled amidst the surrounding hills. Brigus distant a so from Bay Roberts about nine miles, is a picturesque little town, and within the past half century has been remarkable as the locality of some of the leading business firms of Conception Bay. At the present day the sister towns of Brigus and Bay Roberts are the centres of much of the social enterprise and activity on the part of the leading men in that section of the Bay, not a few of whom are extensively engaged in the prosecution of the sealing voyage as also of the important fisheries on the Labrador coast. Ship building is also carried on to a considerable extent in this section of the Bay, no less than six vessels having been launched within the past two years from the shipbuilding yard of Charles Dawe, Esq., at Bay Roberts. During a subsequent visit to Bay Roberts I had the pleasure of visiting the extensive premises of Charles Dawe, Esq., when a favorable opportunity was afforded me, of personally inspecting some of the craft already referred to. These vessels perfect models of everything that could be desired in the way of marine architecture, were without the slightest exaggeration, splendid triumphs of native genius being built of the very best material and fitted out with the most recent and most improved system of steering apparatus &c. Having returned to the scene of my labors at Carbonear I subsequently decided upon making a tour northward in the interest of my new enterprise at as early a date as possible. Having made all arrangements necessary on the night of Saturday the 7th of June, I embarked on board the splendid British built barquentine *Muriel* commanded by Captain E. Rorke, son of the Hon. John Rorke, and bound for Trinity. I would here avail of the opportunity to tender my warmest acknowledgements to the worthy Captain for the marked courtesy kindness and hospitality manifested towards me by that gentleman during my short sojourn in the *Muriel*, the reminiscences of which shall ever recur to my mind with sincere pleasure and satisfaction. Having arrived at Trinity on the morning of Monday the 9th, I landed at an early hour and during the day, visited the principal points of interest on both sides of the harbor, during my progress waiting on G. H. Cole, Esq. J. P., and other leading inhabitants, from many of whom I received the most cordial demonstrations of welcome and hospitality. The coastal steamer *Plover* having arrived through the afternoon of the same day I re-embarked on board

as passenger to the mining district to visit the various north points still further entered the scenery of the and lofty head distance, cloth of timber to numerous be and there in variety of sh truly gratef ist more part trast with the rugged cliffs other points a

Local.

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To COR Enquirer" r attention in

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